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TIME-TABLE.

WEEK DAYS

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...	...Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.29	7.10
Yaumati...	...Dep.	6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin ...	...Dep.	7.02	9.36	10.51	12.21	1.36	4.56	5.51	7.31
Taipo ...	...Dep.	7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Taipo Market	...Dep.	7.21	9.53	11.08	12.38	1.53	5.13	6.08	7.48
Fanling ...	...Dep.	7.33	10.03	11.18	12.48	2.03	5.24	6.19	7.58
Sheungshui	...Dep.	7.36	10.07	11.22	12.52	2.07	5.28	6.23	8.02
Shumchun	...Arr.	7.42	10.13	11.28	12.58	2.13	5.34	6.29	8.08

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	7.21	8.05	10.33	11.40	3.00	4.17	5.13	6.08
Sheungshui	...Dep.	7.28	8.12	10.45	11.47	3.07	4.24	5.20	6.15
Fanling ...	...Dep.	7.32	8.16	10.49	11.51	3.11	4.28	5.24	6.19
Taipo Market	...Dep.	7.42	8.26	10.59	12.02	3.21	4.38	5.34	6.29
Taipo ...	...Dep.	7.46	8.30	11.04	12.07	3.25	4.42	5.38	6.33
Shatin ...	...Dep.	7.59	8.43	11.17	12.21	3.38	4.56	5.51	6.46
Yaumati...	...Dep.	8.12	8.55	11.29	12.33	3.50	5.08	6.03	6.58
Kowloon...	...Arr.	8.20	9.03	11.37	12.41	3.58	5.16	6.11	7.06

SUNDAYS AND PUBLIC HOLIDAYS

		A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon...	...Dep.	6.40	8.35	9.15	10.30	12.00	2.22	5.29	7.10
Yaumati...	...Dep.	6.50	—	9.24	10.39	12.09	2.31	5.38	7.19
Shatin ...	...Dep.	7.02	—	9.36	10.51	12.21	2.43	5.51	7.31
Taipo ...	...Dep.	7.16	—	9.49	11.04	12.34	2.56	6.05	7.44
Taipo Market	...Dep.	7.21	—	9.53	11.08	12.38	3.00	6.09	7.48
Fanling ...	...Dep.	7.33	—	10.03	11.18	12.48	3.11	6.20	7.58
Sheungshui	...Dep.	7.36	9.12	10.07	11.22	12.52	3.15	6.24	8.02
Shumchun	...Arr.	7.42	9.18	10.13	11.28	12.58	3.21	6.30	8.08

		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	8.12	10.38	11.40	3.00	4.17	5.20	5.40	6.09
Sheungshui	...Dep.	8.19	10.45	11.47	3.07	4.24	5.27	5.47	6.16
Fanling ...	...Dep.	8.23	10.49	11.51	3.11	4.28	—	5.51	6.20
Taipo Market	...Dep.	8.33	10.59	12.02	3.21	4.38	—	6.01	6.30
Taipo ...	...Dep.	8.37	11.04	12.07	3.25	4.42	—	6.05	6.34
Shatin ...	...Dep.	8.51	11.17	12.21	3.38	4.55	—	6.18	6.47
Yaumati...	...Dep.	9.03	11.29	12.33	3.50	5.07	—	6.30	6.59
Kowloon...	...Arr.	9.11	11.37	12.41	3.58	5.15	6.04	6.38	7.07

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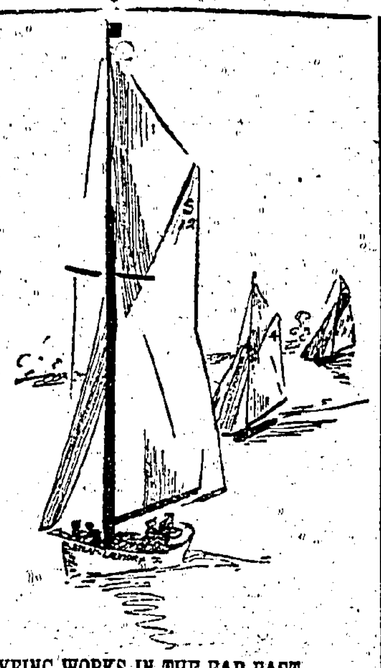
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TOWN PLANNING.

SINGAPORE EXPERT ADDRESSES LONDON INSTITUTE.

At a general meeting of the Town Planning Institute in London Mr. Charles C. Reade, Government Town Planner, F.M.S. gave the following address on town planning in the F.M.S.:—

After an absence of eleven years and more from Great Britain I experience both diffidence and pleasure in speaking for a few moments on town planning developments overseas in the countries with which I have been associated.

During the past decade nothing had been more noticeable than the rapid diffusion of town planning knowledge and garden city propaganda in great countries like Canada, Australia, New Zealand and others. In Australia, perhaps, the most important advance had been made following the Australian town planning tour, and subsequent national conferences in Adelaide, Brisbane and elsewhere. He referred to the creation of a permanent Department of Town Planning in South Australia, headed by a Government Town Planner, with statutory powers under the Town Planning and Development Act, 1920. The establishment of a Metropolitan Town Planning Board for Melbourne and suburbs, and other important developments in Australian States had followed as the fruit of continuous propaganda and educational effort maintained over a series of years under difficult circumstances.

POSITION IN AUSTRALIA.

During a century or less of national growth and expansion Australasian towns and cities had suffered from disorganised and planless growths, which many countries, both new and old, had undergone contemporaneously in spite of the magnificent foresight, courage and skill of the pioneer town planners responsible for the laying out of fine communities like Adelaide and Melbourne, or Christchurch and Dunedin. The heyday of pioneer town planning achievement had been followed by reaction, and he was reminded when visiting the tombs in Canterbury Cathedral with other members of the Institute recently, of the story recorded of one of the early Governors of Victoria, who was called upon to deal with a town plan proposing squares and open spaces in the heart of the prospective city. The fact that the proposal was derived from English ideas and practice at the time made no appeal. The Governor blue-pencilled the lot on the ground that squares and open spaces were undesirable, inasmuch as they merely afforded convenient places for idle persons to congregate and preach socialism and radical gospels.

EARLY CHINESE TOWN PLANNING.

The President's reference to Chinese town planning was not without its implications concerning the traditional practice of the Australian town surveyors in laying out their principal streets to the points of the compass—sometimes regardless of intervening hills and valleys. The Chinese many centuries before had laid out early cities chessboard with streets similarly orientated in accordance (so he had read) with certain heavenly and astronomical laws derived from the study of Stellar movements. When he ventured to enquire why Australians should persist in laying out their town extensions in accordance with Chinese astronomical law, the speaker felt that he was not very popular. (Laughter.) It was a remarkable thing nevertheless, that in the F.M.S. where town planning activities had made considerable headway in recent years, the Chinese and other Asiatic communities had begun to realise and accept modern town planning methods in the laying out and development of urban building lands. In the Federal capital of the Malay States (Kuala Lumpur) leading Chinese had early sought town planning advice, which had been followed and carried into effect.

SIGNIFICANCE OF SINGAPORE.

Mr. Reade gave an interesting survey of the principal towns of British Malaya, including Singapore. It was scarcely realised, as yet, that within countries distant from this imperial and strategetic city by two to seven days, there were vast populations which collectively represented over seven hundred millions of Asiatic peoples. The Malay Archipelago alone contained 60,000,000 while in Java and Sumatra, close to Singapore, there were 40,000,000 people. Not more than four to five days sail north of Singapore were other countries with another 40,000,000. These figures tender to stress the immense regional significance of Singapore, which by reason of its peculiar position, seemed destined to become one of the great entrepots of the East as well as the gateway to the Pacific. Singapore, within a century, had become a metropolis of nearly 400,000 persons. It was fast growing, and fresh impetus to urban expansion had been given by the naval base and other defensive precautions.

Town Planning progress in Singapore unfortunately had been tardy, in spite of the vigorous castigation which the housing conditions of the city received in 1918 at the hands of an official Housing Commission. It was by no means unfortunate that in recent years the foundations of town planning policy and activities should have been laid in the Federated Malay States where, on the whole, the opportunities for practical demonstration were easier and not complicated to the same extent as in Singapore by traditional usage and ideas regarding the use of land and buildings and private property by individual citizens.

In the Malay States the establishment of a permanent department of Town Planning had been settled, and the appointment of the Government Town Planner approved by the Secretary of State for the Colonies. Various enactments had been passed in respect to the acquisition and valuation of lands as well as town planning. The planning and improvement of a number of important towns within the Federation were now being dealt with under these enactments but it was perhaps too early to give any sketch of the developments other than disclosed in the annual reports of the Town Planning Department since 1921.

MISSIONARY EFFORT ESSENTIAL.

The Town Planning Institute was never so much engrossed by urgent and pressing problems within the homeland that it would occupy itself wholly with domestic matters. Nevertheless, the speaker felt, speaking as he did after an absence of years, that Great Britain was on the eve of greater developments than ever in two important spheres. Regional planning had sprung up with such remarkable speed and insistence that it was not too much to expect that before long it would become the subject of wider legislative powers than those already extent. Likewise the replanning and improvement of built-up areas in existing cities had become an issue of first-class importance, and in that he hoped Great Britain would once again set an example to her Colonies and overseas Dominions. In recent years it was perhaps inevitable, if it was unfortunate, that so much more emphasis had been given to housing than town planning. The tendency of the time to establish a proper relationship between the two movements, which at root were one and inseparable, was a fundamental requirement which no country, old or young, could afford to ignore. There never was a time in the history of the whole movement when the need for enlightened missionary effort throughout the civilised world was greater. He was immensely glad to see that the President had lit that torch in his inspiring and eloquent address. Throughout a long and continuous experience of propaganda overseas he felt that the missionary spirit in town planning was a vitalising force which renewed itself and made fine achievements possible in spite of indifferent or sluggish public opinion. The example of great pioneers like Sir Stamford Raffles at Singapore and Colonel Light in Adelaide was always an inspiration to those who laboured overseas for the spread of Town Planning knowledge and practice overseas. Great Britain, in spite of her obvious failures in the nineteenth century, was still the traditional and living force from which her children derived inspiration. In listening to the Presidential address that night he felt they were making history as well as recording the steady and powerful increases of a movement towards which civilisation turned with increasing hope and purpose.

On the motion of the President a hearty vote thanks was accorded Mr. Reade.

(Continued on next column.)

HONGKONG VOLUNTEER DEFENCE CORPS.

[ORDERS BY LIEUT.-COL. L. G. BIRD, D.S.O., ADMINISTRATIVE COMMANDANT.]

No. 213.

1.—ENGINEER COMPANY.

The Miniature Range at Corps Headquarters is at the disposal of the Engineer Company on Monday, 22nd February, at 5.30 p.m.

2.—MOUNTED INFANTRY AND ARMOURED CAR COS.

Musketry Course Part I. will be fired at Stonecutters Range on Sunday, 21st February, 1926.

Range Officer: Lieut. K. L. Moncrieff.

Launch will leave Murray Pier at 9 a.m. and call at Kowloon Pier at 9.10 a.m.

Dress: Uniform optional, but rifles, bayonets and pouches must be taken.

Arms: Will be drawn from Corps Headquarters on Friday, 19th February, between 8 a.m. and 12 noon, or 2 and 4 p.m., or 5 and 6 p.m., and on Saturday, 20th February, between 9 a.m. and 1 p.m.

3.—The following letter has been received from D.A.A. and Q.M.G., China Command:—

"The General Officer Commanding desires me to express to you his very high appreciation of all he saw at the inspection of the Corps under your command on Monday, 8th February, 1926, and he was much impressed by the smart turn-out and steadiness on parade of all arms of the Corps."

4.—STRENGTH.

The following are taken on the strength:—

No. 1016 Spr. M. G. Noll, Engineer Co., as from 11th February, 1926.
No. 1017 Pte. G. B. Twemlow, A.C. Co., as from 11th February, 1926.
No. 1018 Pte. M. Ahsan, No. 4 Platoon, as from 11th February, 1926.
No. 1019 Pte. G. E. Bell, No. 4 Platoon, as from 11th February, 1926.
No. 1020 Pte. H. C. Burgess, No. 1 Platoon, as from 12th February, 1926.
No. 1021 Pte. E. C. Hanscomb, A.C. Co., as from 16th February, 1926.
No. 1022 Pte. C. H. G. Bradley, A.C. Co., as from 16th February, 1926.
No. 1023 Pte. E. E. dos Remedios, Medical Section, as from 17th February, 1926.

5.—LEAVE.

No. 606 Pte. A. Macfarlane, No. 7 Platoon, is granted 8 months' leave from 1st March, 1926, to 31st October, 1926.

No. 834 Spr. C. W. E. Bishop, Engineer Co., is granted 9 months' leave from 1st April, 1926, to 31st December, 1926.

6.—RESIGNATIONS.

The following are permitted to resign from the Corps:—

No. 990 Gr. J. A. Addison, Artillery Co., as from 9th February, 1926.
No. 5 Sgt. J. M. McHutchon, Res. Scot. Sec., as from 9th February, 1926.
No. 418 Pte. J. Russell, No. 5 Platoon, as from 10th February, 1926.

7.—STRUCK OFF.

No. 603 Corpl. R. I. W. Foster, No. 1 Platoon, is struck off the strength, as from 20th July, 1925.

8.—ARMS.

Members are reminded that the rifles and bayonets must be returned to Corps Headquarters at once.

L. D. JOLL, Captain,
Adjutant, H.K.V.D.C.

Hongkong, 19th February, 1926.

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On these three things depend all the necessities and comforts of the home.

Those who still depend on coal-fires, with all the necessary labour, are giving hostages to fortune.

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LADIES who dislike going to Market themselves, and are not satisfied with the Quantity or Quality of the food obtained at present, Can Now Select their Own Supply of

FRESH FISH, CLEANED & READY FOR COOKING
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[3033

COMPANY REPORT.

HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

The report for presentation to shareholders at the thirty-ninth ordinary annual meeting states:—

The Directors beg to submit to shareholders their report with a statement of accounts for the year ended 31st December, 1925.

The profit on working was $982,814.11 as compared with $1,452,514.98 in 1924.

The balance for the year, after deducting Directors' and Auditors' fees, allowing for depreciation and bad and doubtful debts, paying for ordinary repairs and retiring bonuses to former Secretary and members of the staff, is $688,494.73. The amount brought forward from last year is $332,695.83 making a total of $1,021,190.56 available for appropriation.

The Directors recommend the followings:—

To pay a dividend of $6 per share	$480,000.00
To pay a bonus of $2 per share	160,000.00
To transfer to repairs and renewals account	50,000.00
To carry forward	331,190.56
	$1,021,190.56

Directors.—During the year Messrs. C. Gordon Mackie and O. I. Ellis resigned their seats. The following gentlemen were invited to join the Board:—Hon. Mr. A. O. Lang and Mr. Frank Austin.

Messrs. T. G. Weall and A. H. Compton retire according to the Articles of Association and being eligible offer themselves for re-election.

Auditors.—Messrs. Percy Smith, Seth & Fleming, Incorporated Accountants, and Linstead & Davis, Chartered Accountants, have audited the account now presented and offer themselves for re-election.

D. G. M. BERNARD,
Chairman.

AMERICAN RUBBER.

MR. HOOVER'S GRANDIOSE PLANS.

Grandiose plans to relieve the American public from "the artificial famine in rubber" created by "Governmental restriction of production and exports from the British East Indies" were announced last month by Mr. Hoover, the Secretary for Commerce, at the annual dinner of the National Automobile Chamber of Commerce.

He stated that the Chamber, with the co-operation of the largest motor-car manufacturers, were arranging to float a company with an initial capital of £2,000,000 for planting rubber in the Philippines, Sumatra, and other corners of the world uncontrolled by the British.

Simultaneously Mr. Hoover announced that the Rubber Association of America were considering the expenditure of £10,000,000 in a yearly appropriation of £2,000,000 in the planting of rubber in areas under American control or where favourable conditions would be assured.

The Secretary of Commerce gave no details of the two projects, but he took occasion to repeat that restrictions on production already amounted to 400,000,000lb. of rubber, that the price of rubber was 300 per cent. too high, and that this price represented a charge upon American rubber users of £100,000,000 a year.

Mr. Hoover's speech, pronouncing his official benediction on the plans of rubber and motor manufacturers, was broadcast throughout the country.

Before the Congressional Rubber Investigation Committee Mr. Palmerton, chief of the rubber division of the United States Department of Commerce, gave evidence forecasting a world rubber shortage by 1930.

He estimated that the shortage by 1930 would be 37,000 tons, while the world needs in 1930 would exceed the current year's needs by between 150,000 and 200,000 tons. He said that the United States needed a million to a million and a quarter acres of rubber to meet her needs by 1930.

TEXTILE TRADE GLOOM.

JOINT CONTROL SUGGESTED.

Alderman Ban Turner, in his presidential address at the annual meeting of the National Association of Unions in the Textile Trade at Bradford last month, said their members had been hard hit by unemployment and under-employment for five successive winters, and the outlook was sombre owing to general bad trade and the lack of purchasing power of the general public. There could not be an improved home trade—their biggest market—until the people had the money to buy the goods they produced.

"I venture to assert—but I do not know (he proceeded)—that the trade is over capitalised, and that it is carrying too many passengers, that there are too many middlemen nibbling at the industry. I believe it could be better governed if there were forms of joint control established between the three parties in the industry—the manufacturer, the worker, and the consumer. I feel sure that better buying arrangements of both raw materials and general supplies could be instituted, that co-operative selling arrangements could be established, and that waste of effort, energy and material could be established, and that waste of effort, energy and material could be avoided by a closer co-partnership with the two chief sides of the industry. There needs closer attention to business by many of the men in business, less "ca-canny" by heads of firms, less week-ends and long holidays and broken days for leisure and pleasure than is the case to-day, and if the nation is to pull through there will have to be more co-operation and less of the nagging, narking attacks on the workers and their officials than is the case to-day. There is no natural cause for our distresses. They are all men made, and can be removed by men and women of good will. I hope we are not drifting to revolution. We can win all by education and the ballot box."

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

FEBRUARY 18TH, 1926.

Hongkong Bank	$1,045 buy.
Do., London	£129 nom.
Chartered Bank	£21½ nom.
Mercantile Bank, A. & B.	£29½ nom.
Do., C.	£18½ nom.
P. & O. Bank	£9½ nom.
East Asia Bank	$85 nom.
Canton Insurance	$590 nom.
China Underwriters	$9 nom.
North China Insurance	Tls. 145 nom.
Union Insurance	$261 buy.
Yangtsze Insurance	$35 buy.
China Fire Insurance	$165 buy.
Hongkong Fire Insurance	$820 buy.
Douglases	$30 sel.
H.K., C. & M. Steamboats	$19 buy., 21 sel.
Hongkong Tugs	$3½ sel.
Indo-Chinas (Pref.)	$38 nom.
Do. (Def.)	$30 sel.
Shell Transports	93/6 buy.
Star Ferries	$52½ buy.
Waterboats	$16 buy.
Oriental Navigations	$250 nom.
China Sugars	$24 buy.
Malabon Sugars	$39 sel.
Benguets	$1½ nom.
Kailan Mining Ad.	44/- nom.
Langkats (combined)	Tls. 23 buy.
Do. (single)	Tls. 12 nom.
Shanghai Explorations	Tls. 5 nom.
Shanghai Loans	Tls. 7 nom.
Raubs	Tls. 5 buy.
Tronoh Mines	55/- nom.
Ural Caspians	8/- nom.
H.K. & K. Wharfs	$122 buy.
H.K. & W. Docks	$52 buy.
Hongkews	Tls. 165 buy.
New Engineerings	Tls. 7 nom.
Shanghai Docks	Tls. 108 sel.
H.K. & S. Hotels	$8 buy.
Hongkong Lands	$61½ buy., 62 sa.
Hongkong Realtys (c.p.)	$5 nom.
H.K. Territorials (f.p.)	$6 buy.
Humphreys Estates	$13 nom.
Prince's Buildings	$120 sel.
Rural Lands	$7 sel.
Ewo Cottons	Tls. 9 buy.
Orientals	Tls. 3 nom.
Shanghai Cottons (old)	Tls. 55 sel.
Do. (new)	Tls. 27 sel.
Amusements	$11 buy.
Canton Ices	$7½ nom.
Cements (combined)	$14 sel.
Do. (old)	$12 nom.
Do. (new)	$2½ nom.
China Buses	Tls. 10½ buy.
China Lights (combined)	$14 buy. & sa.
Do. (old)	$10 buy., 11 sel.
Do. (new)	$6½ buy.
China Providents	$7½ nom.
Constructions	$3.10 buy.
Dairy Farms	$15 buy.
Der A Wing (f.p.)	$10 nom.
Hongkong Electrics	$52 buy.
Macao Electrics	$40 nom.
H.K. Developments	25 cts. buy.
H.K. Ropes (combined)	$40 sel.
Do. (old)	$13½ nom.
Do. (new)	$8½ nom.
Hongkong Tramways	$21½ buy.
Lane Crawfords	$12 sel.
Mackintoshs	$21½ nom.
Peak Trams (old)	$17 buy.
Do. (new) (c.p.)	$7 nom.
Sinceres	$11 sel.
Taxis	$4 sel.
United Asbestos	$20 nom.
Watsons (old)	$12 sel.
Do. (new)	$12 sel.
Wm. Powells	$10 sel.
Telephones	$3½ buy.

buy.—buyers; sel.—sellers sa.—sales; nom.—nominal.

SINGAPORE RUBBER QUOTATIONS.

Messrs. Carroll Bros. furnish us with the following quotations yesterday received from their Singapore agents:—

	Straits.
Allenbys	$3.20
Alor Gajahs	2.25
Ayer Moleks	2.75
Ayer Panas	12.60
Bulgownies	4.50
Bassetts	1.45
Brogas	1.70
Bukit Jelotongs	1.15
Bukit Katils	1.25
Changkat Serdangs	8.25
Connemaras	2.70
Glenealies	2.35
Indragiris	9.25
Jerams	1.60
Jimahs	2.15
Kedahs	3.75
Kempas	9.00
Kuala Sidims	4.00
Lunas	17.50
Malaka Pindas	2.75
Malakoffs	4.50
Mandai Tekongs	.85
Mayfields	12.50
Ulu Benuts	.80
New Serendahs	4.25
Nyalas	13.25
Pajams	13.00
Punggors	1.30
Sandycrofts	3.75
Scudais	2.90
Sungei Bagans	4.85
Tapahs	28.00
Tambalaks	1.35
Teluk Ansons	17.00
United Malaccas	2.70
Utan Simpans	4.50

Price of raw rubber: $1.04½ per lb.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, February 17th.

To-day's exchange rates are as follows:—

Paris	133.35
New York	4.86⅛
Brussels	107
Geneva	25.25
Amsterdam	12.13½
Stockholm	18.16
Copenhagen	18.74
Oslo	23.2
Vienna	34.55
Prague	164¼
Helsingfors	193
Madrid	34.48
Lisbon	2½
Rio	7.5-16
Buenos Aires	46⅛
Bombay	1/3.3-16
Shanghai	3/0⅛
Hongkong	2/4⅛
Silver (spot and forward)	30.11-16

TO-DAY and TO-MORROW ONLY.

QUEEN'S SUPER CINEMA

TO-DAY and TO-MORROW ONLY.

A FAST MOVING COMEDY FULL OF FUN.

LARRY SEMON

IN

"THE WIZARD OF OZ"

The Picture Extraordinary.

IT MAKES THE IMPOSSIBLE POSSIBLE!
IT'S NEW! IT'S NOVEL!

USUAL TIMES AND PRICES.

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WE BUY:— Small and Large Lots of Local and Rubber Shares of interest to Our Clients.

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HONGKONG SMALL INVESTORS SHARE & REAL ESTATE CO.
FLATS, HOUSES DISPOSED OF OR ACQUIRED FOR CLIENTS.
TEL. 4830 10, Des Voeux Road. [125

SOUTH CHINA KNITTING FACTORY.

Owing to the rapidly increasing demand for our

HIGH GRADE COTTON SOCKS.

We have recently installed the latest machinery, making it the

MOST MODERN KNITTING FACTORY IN HONGKONG.

We can now cope with the largest orders in the shortest time, and invite enquiries from Wholesale and Export Firms who are interested in a class of Cotton Socks which have rapidly acquired a wide reputation throughout the Far East and India for Quality and Dependability.

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Cable Address: SOUCHIKNIT, HONGKONG. [104

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A FINE SELECTION OF HORS-D'ŒUVRE.

	Prix		Prix
SMOKED SALMON in Oil (LAX) ...	$2.75	ITALIAN ANTIPASTO ...	$.45
BLACK RUSSIAN CAVIAR, 2½ oz. ...	1.30	TUNNY FISH EXTRA, Large Tin ...	.80
" 5 oz. ...	2.50	" Small Tin ...	.40
BOLMOPS ...	.50	SAUCISSON de LYON OLIDA per lb.	1.80
HERRINGS in White Wine Mark Bucle	.50	BLACK OLIVES ... "	.70
HERRINGS EXTRA (J. TROLEY) ...	.60		

ALSO

GRUYER ROQUEFORT & CAMEMBERT CHEESE.

THE FRENCH STORE,

TEL. 794. No. 9, BEACONSFIELD ARCADE.

THEATRE ROYAL.

March 2nd, 3rd, 4th, 5th & 6th.

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GREAT PRODUCTION

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SEE THE WONDERFUL CONJURORS.

BOOKING NOW OPEN AT ANDERSON'S.

Prices - - $3 $2 & $1. [3187



SHAPE 98 ONE PIECE COLLAR SHAPE 97

This, the Summit "One-Piece" Collar, is neither soft nor stiff It has all the comfort of a soft collar with nearly all the appearance of a stiff collar. It doesn't crumple. It doesn't wilt. It doesn't need a safety pin. And—it doesn't require starch.

Mackintosh & Co. Ltd.

MEN'S WEAR SPECIALISTS

ALEXANDRA BUILDING. DES VOEUX ROAD

THE NEW

ORTHOPHONIC VICTROLA

Prices $210.00 to $700.00

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JUST ARRIVED

LATEST MODELS

HARTMAN'S TRUNKS

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EXCEPTIONALLY LOW PRICES.

CABIN TRUNKS

FROM $45.00

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THE SINCERE CO., LTD.

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A New Stock of Travelling Rugs Are Now To Hand.

SIZES AND PRICES RANGING FROM:—

60" X 80" $15.95 each

60" X 76" $16.75 each

60" X 80" $18.50 each

60" X 82" $37.50 each

Jaeger Pure Wool Rugs.

$49.50 each $52.50 each $57.50 each

EARLY WARM BLANKETS

SINGLE BED SIZE:—

$18.95, $19.75, $23.50 and $52.50 Pair.

DOUBLE BED SIZE:—

$29.50, $35.50, $39.50 and $79.50 Pair.

MERINO COT BLANKETS.

30" X 46" $9.95 Per Pair.

WHITEAWAY, LAIDLAW & CO., LTD.

BRITISH-AMERICAN TOBACCO CO.

RECORD OF SERVICE IN CHINA.

MODEL FACTORY CONDITIONS IN CHINA.

The British-American Tobacco Co., Ltd., are circulating a very handsomely produced Record of its service in China, which is well worth reading by all who are interested in industrial developments in China. The cover bears the following quotation from Confucius: "For Good return Good; for Evil, Justice."

The introduction states that the pamphlet is "not a statement of what China owes to the company, but of what the company feels that it owes to China and what steps it has taken to repay its obligations. It is a statement not of business adventures and profits, but of the efforts to make business humane, to make an industrial and commercial enterprise a part of and an asset to the community and the country. There have been moments when the Chinese people have misunderstood the British-American Company, Ltd., and have shown themselves unfriendly to it. There have been moments when competitors have forgotten the ethics of trade and have defamed this company unjustly. But over a long period of years these instances have been rare and of the shortest duration. The Chinese people have, on the whole, regarded the British-American Tobacco Company, Ltd. as a friend of their country, as a business organization which is constantly creating, constantly building up, and which has never once in its whole career committed a single act of a destructive character."

The following extracts are made from the pamphlet:

THE DEVELOPMENT OF A GREAT INDUSTRY.

The British-American Tobacco Company, Ltd. alone employs 25,000 Chinese in the cigarette manufacturing industry, thus providing work and a livelihood for a large body of men and women who otherwise might have been of that surplus population which is such a serious problem in the over-populated districts of central and north China. The British-American Tobacco Company, Ltd. factories are not all situated in Shanghai, but are scattered about the country, providing work to Chinese everywhere. Two of the factories are situated at Pooting, opposite Shanghai, in Kiangsu Province; one is in Shanghai; two are in Hankow, in Hupeh Province; one in Tientsin (Chihli); one at Mukden (Fengtien); and one at Tsingtao (Shantung). In addition to these, printing works have been established at Pootung, Shanghai, Tientsin and Tsingtao. At Pootung an engineering department and machine shop has also been established and a new tin-foil factory has now been completed.

THE BIRTH OF AN INDUSTRY.

The opening of these factories was an experiment on the part of the company. When the British-American Tobacco Company, Ltd. began to manufacture cigarettes in this country, labour in China had not yet been industrialized. Labour was in the condition known in history as the Domestic System. Mass production and the large scale factory and mill were unknown. The workers produced their goods in little shops, usually behind the counter where the goods were sold. One or two workers were employed by the seller of the goods, and they worked long hours, under insanitary conditions, for small wages. Children were employed as apprentices to learn the business. This system was not confined to China. Until the first quarter of the 19th century it was universal.

The introduction of the machinery and the factory in Europe improved the condition of labour everywhere. But the factory, employing hundreds of labourers and utilizing a huge investment of capital, gave rise to new and difficult problems. Shareholders of merchandizing companies were at first reticent to risk their capital on an experiment along these lines in China. The British-American Tobacco Company, Ltd., however, from the beginning realized how important it was to China to bring modern industry to the country. It was willing to take the risk, because it had courage and conviction and because it wanted to please its customers, the Chinese people, by putting back into the country a large share of the money used in the business. For the greatest participators in the earnings of a company are not the shareholders or the managers, who number few, but the labourers and producers of raw materials, who number many. The employment of 25,000 Chinese men and women in this business and the purchase of tobacco and other supplies locally, means that the largest part of the earnings in China of the British-American Tobacco Company, Ltd. returns to the Chinese people.

THE DEVELOPMENT OF SKILLED LABOUR.

It might be thought, by those who are not so well-informed, that most of the labourers employed by the British-American Tobacco Company, Ltd. consist of workers who merely look after machines. This is quite incorrect. The Chinese workers of the British-American Tobacco Company, Ltd. are men and women who have to be capable of performing tasks requiring considerable skill. Some of this work is of such a nature as to require intensive training abroad, and in this respect the British-American Tobacco Company, Ltd. really becomes an educational institution. For the purposes of making this point clear, a list of the kinds of employees working for this company has been prepared, from which it will be seen how the company has taken unskilled workers, mostly from the farms and villages, and has developed them into highly trained men, many of whom eventually go into business for themselves in their respective specialities and make outstanding successes.

Among the British-American Tobacco Company, Ltd. workers are: Experts in the scientific handling of leaf tobacco; experts in the scientific manufacture of tobacco; engineers, civil and mechanical, electricians, Mechanics, High-class skilled operators of many kinds of automatic and semi-automatic machines, type printers, offset printers, lithographic printers, artists, office executives and accountants, salesmen, sales managers and sales executives, advertising writers, motion picture operators, transportation experts, chemists, draughtsmen.

EQUALITY OF OPPORTUNITY.

In a large industrial enterprise personal friendship and patronage can play almost no part in the advancement of an employee. With 25,000 workers under the direction of the management of the British-American Tobacco Company, Ltd. it is impossible for the directors to be personally acquainted with all the workers. But they are able to judge by results. They are able to discover the man with initiative and character, the man who does not simply grind at his job, but who is always improving himself, who is always learning something more about the business and adding to the general efficiency of the company. Such men easily rise to the top. All the higher officials of the company, whether Chinese or foreign, have risen from small positions to higher ones. In the British-American Tobacco Company, Ltd. there is an opportunity for every man to learn something, to develop himself and to better his condition. From that standpoint the British-American Tobacco Company, Ltd. is an industrial democracy which provides equality of opportunity for every employee.

MODEL FACTORIES.

The factories of this company are light, well-ventilated, and always include the most modern conveniences for the workers. The British-American Tobacco Company, Ltd. has never found in any factory a scarcity of labour, because the workers know of these superior conditions.

NO CHILD LABOUR.

But the British-American Tobacco Company, Ltd. gives the workers more than light and air and commodious factories. This company has always been in advance of the labourers' demands for social improvements. Long before anyone suggested that children ought not to work in factories and mills, but should be in schools, this company took steps to eliminate child labour from its factories, because it recognized that it was not beneficial to China that little childen should be doing work which is more suitable for grown men and women. It felt that children should be at school and at play.

Plans were then devised to eliminate child labour from the factories. Under the existing standard of living in China it is often necessary that all the members of a large family should bring in some wages. Parents therefore took their children to the factories, although it must have made them sad to do so. When they were told that the factory did not like to employ children under 14 years of age, they would say that their children were older than that. The British-American Tobacco Company, Ltd. had no way of learning the true age of the child, as there is no governmental registration of births in this country. The management was therefore forced to study the size of the child as an indication of its age. This method may not have been altogether successful, as size is not a scientific test of age, but it has kept many children at play who might have been at work.

BETTER WAGES.

The question of wages in this country is difficult to determine with scientific exactness because of the changing value of the currency. The employer of labour has to determine wages in relation to the price for which he can sell his commodity. Wages, which consume such a large part of the earnings of any enterprise, must have a definite relationship with its income. The British-American Tobacco Company, Ltd. has always adhered to the policy of a liberal wage scale and has always paid its workers more than they could get elsewhere in the same industry for the same type of work. But even this has not always been altogether sufficient because as an exceptional rise in the price of rice might make even a larger wage less valuable in the purchase of this principal article of food.

The company has therefore adopted the rule that when the price of rice reaches more than $80.00 per picul an allowance is made to cover the difference between this arbitrarily fixed price and the actual market price. The retail price of rice in September, 1925, was $13.00 in Shanghai. The burden, then, of the increased cost of the rice bowl is not thrown on the labourer, but is carried by the company.

CARE OF THE EMPLOYEE.

The British-American Tobacco Company, Ltd. has been in the vanguard of other employers in China in this respect. At each of its factories it maintains a well-equipped hospital for the free treatment of the employees. Medicines and medical attention are provided free of charge. As soon as a worker complains of anything, he or she is examined by a competent physician and the proper treatment is immediately given.

The company is now planning to erect a modern hospital at Pootung for the welfare of the families of its workers,—that is, for the wives and children who are not employed by the company. In Hankow and Tientsin free bathing accommodations are provided. In Mukden and Tientsin rest-houses have been erected where the workers can be warm and comfortable should they arrive at the plant before it is opened in the morning. Here there is shelter and plenty of hot tea to take the chill off a wintry day in the cold northern climate.

Although the company does everything possible to restore the health of their sick workers by means of a free medical service in their own hospitals and free attention in the large public hospitals in Shanghai and elsewhere, it has been a difficult problem to work out a system of sick pay which would become automatically effective. The conditions of labour in China are peculiar and the worker is rarely a native of the place in which he works. For this reason and as a result of long experience, the company has adopted the policy of judging each case of sickness among its workers individually. The practice is explained by examples, which are given in the pamphlet.

EDUCATION FOR THE CHILDREN.

The company is also interested in the children of its employees. It wants these children to have opportunities which their parents lacked. In the old-fashioned industries the child followed in the footsteps of the parent. The son of a coolie most often remained a coolie. The son of a day labourer could only hope to be a day labourer. The British-American Tobacco Company, Ltd., however, has established schools at Pootung, Hankow, Ershihlipu (Shantung), Amoy, Canton and other places for general education and every year it contributes towards the support of many schools throughout China. A list of such institutions is given.

SOMETHING FOR THE FUTURE.

Whether a man is a day labourer or a taipan, his peace of mind, his happiness, his opportunity for improvement depends in a large measure upon whether he is living from hand to mouth, with nothing for a rainy day and an extraordinary expenditure, or whether he has a little sum put away in a bank. There are moments in the life of every man when he thinks of the possibility of his death. What will become of his wife and children? Who will pay the funeral expenses? Who will see to the education of his son? If a man has nothing put aside he worries about his family affairs and his life becomes sad and burdensome. If, on the other hand, he has a reserve, he is happier and more ready to advance himself.

In 1922 the British-American Tobacco Company, Ltd. recognized this fact and voluntarily established a Savings Fund for its Chinese factory workers. The regulations governing this fund are, in effect:

After October 1st, 1922, the company will during a period of five years voluntarily set aside at the end of each month out of its own funds an amount equal to 5 per cent. of the earnings of each employee during that month.

At the end of five years from October 1st, 1922, or, in the case of an employee entering the company's service after that date, at the end of five years from the date of his employment, the company will, provided the employee is still in the service of the company, double the amount already contributed. In the event of disability or death the company doubles the amount standing to the credit of the employee.

In a word, at the end of five years, or if the worker dies or is disabled, the company doubles its contribution. This Savings Fund has done much to improve the moral and mental qualities of the labourers, as it has taken out of the class of those who are working for their daily bread. They have become men and women with something to fall back on, with some financial protection against the future.

BONUSES.

For those who are not factory workers the company has a system by which it divides a part of its profits at the end of each year with such employees, Chinese

(Continued on next Column.)

KAIPING COAL

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CHAMPAGNES.

G. H. MUMM CORDON ROUGE Extra Sec

Pints or Quarts

POMMERY and GRENO

at

MAGASIN GENERAL. [101

THE TIPPING NUISANCE.

Only a few years ago it used to be considered "bad form" in the Straits for a person staying at a private house to "tip" the butler or the boy when he departed. Nor was it customary to give gratuities to hotel servants of whom it was always supposed that they were adequately paid by their proper employers. Of late years, however, the "tipping nuisance" has become quite pronounced in our midst. Its introduction was one of the numerous evils of the first rubber boom, which brought so many tourists and travellers flush of money to these shores, and unfortunately, as far as the hotels are concerned, it seems to have come to stay; though there is no reason why it should not be stamped out in private houses if hosts and hostesses will only let it be known that they object to their servants, already overpaid in most instances, being further fed by their guests. An odd dollar may not hurt the visitor, it probably doesn't but if anybody has small cash to spare in these times he had much better keep it for Poppy Day than bestow it upon the domestic tyrants who mockingly call themselves our "servants" and refuse to render our lives miserable for a cent less than thirty dollars a month, the very smallest sum for which it appears possible to obtain a "boy" with any experience in these days.

That the evil is spreading throughout the East is only too clear. The hotel servants in Colombo are sharks who could give the waiters at Monte Carlo points and that is saying a very great deal.—*Straits Echo.*

or foreign. The profit-sharing or bonus also applies to dealers and sub-dealers; in fact, to all persons, except those who participate in the benefits of the Savings Fund, who have any connection with the company, and have helped in the course of the year to make a profit on the business of the company. Just before Chinese New Year this bonus is distributed, to bring happiness to many a home on the annual settlement day. This bonus, of course, depends entirely upon the profits of the company. When there is no profit there can be no profit-sharing, but since the introduction of this system there has always been some profit, and the company's employees and associates have benefited from it.

It is often suggested that a foreign company like the British-American Tobacco Company, Ltd. exists only to take money out of China. How false is such an assumption! The company returns to China a large share of its earnings in the purchase of native raw materials, in salaries, savings and bonuses. It returns to China much more than it takes out of the country. It can only do this because it is a large company which can save on costs and can utilize the collective labour of a large number of individuals. Everyone having any relations with this company in some way enjoys a share of its profits, if there are any.

PAMPHLET WORTH READING.

There is much more information of a similar character in this pamphlet, which is printed both in English and Chinese, and we have pleasure in commending its perusal to all who are interested in industrial conditions in China. We hope it will be studied especially by the Labour Members of the British Parliament who seem to have got it into their heads that British pioneers have introduced into China the worst features of the factory system as it was known in England half a century and more ago. If this pamphlet does not serve to dispel that erroneous impression we do not know what will.

INTERPORT GOLF

SHANGHAI v. MANILA.

NORTHERN PORT WIN ALL FOURSOME MATCHES.

The sixth and final match in the triangular interport golf tournament between Hongkong, Shanghai and Manila was played at Fanling yesterday, when Shanghai beat Manila in all three foursome matches, over 36 holes (18 in the morning and 18 in the afternoon) by 6 points to *nil*.

The previous day Shanghai beat Manila at Singles by 4 points to 2, and thus win in their encounter with this team by a margin of 10 points to 2 on both days' play.

By winning yesterday, Shanghai won the rubber, for in addition to defeating Manila they also defeated Hongkong on Monday and Tuesday at singles and foursomes. They then beat Hongkong in four games out of six at singles, halving one, and won all three four-ball matches. The Northern port thus won their matches with Hongkong by 10½ points to 1½ points.

Hongkong beat Manila on Saturday and Sunday by 8 points to 4.

At the end of the morning round yesterday, Manila appeared to have as good a chance of winning as Shanghai, for at the tiffin interval two games stood all square; with Shanghai having a telling advantage in the other.

In the afternoon, however, Shanghai, as on the previous day, made a splendid fight to turn the tide of fortune in their favour, and eventually won all three matches by margins of 1 up; 5 up and 4, and 5 up and 4.

The conditions prevailing were much the same as on the previous two days. The wind was high and gusty and often spoilt some good shots.

Nevertheless some excellent golf was seen—as good as, if not better than, that witnessed in previous matches of the tournament.

Both teams played exceptionally well, but Shanghai on the whole played the better golf.

Ferrier (Shanghai) played the best golf of the day and his shots were always pretty to watch and nicely finished. Budd (Shanghai) was rather disappointing, but Blinko, as usual, was well up to form.

The two most interesting games were undoubtedly those of Budd and Blinko *v.* Few and Mason, and Parbury and Pilcher *v.* Train and Nell.

It was in these that the keenest fights took place for in both matches the score was all square at the tiffin interval.

Benedict (Manila) played very sound golf though he was erratic at times. Mason, Manila, played an exceptionally good game, as also did his partner Few, who is essentially, however, a singles man and plays an individual game throughout.

THE GAMES.

The match between M. W. Budd and A. R. Blinko (Shanghai) and B. F. Few and J. R. H. Mason (Manila) was very evenly fought both morning and afternoon, being finally decided on the last green in Shanghai's favour. At no time during the day was either side more than two up, and at the end of the morning round the match was all square. During the afternoon the fortunes of both sides fluctuated and at the 35th they again stood all square. A wonderful drive of Blinko's at the last hole decided the match, enabling Shanghai to win one up.

It was an extraordinarily good match on account of its evenness, each player being brilliant by turn. Few in the morning was in better form than Mason and it was largely due to him that the Manila first pair were held.

In the second match, J. B. Ferrier and H. R. Malcolm (Shanghai) played excellent golf against A. L. Benedict and G. M. Ivory (Manila), and after being 3 up at the end of the first nine, finished the morning 5 to the good. Play was extraordinarily keen in the afternoon, Manila playing up very well. Benedict was steady and Ivory was brilliant in patches. Ferrier played a remarkably consistent game and Malcolm gave him great support at the various holes.

Manila reduced their arrears to three down and looked like pegging the game at the finish of 36 holes, but they fell away and Shanghai had no difficulty in winning by 5 and 4.

In the last match between L. Parbury and J. F. Pilcher (Shanghai) and H. C. Train and E. J. Nell (Manila) the game was very evenly fought. The match was all square at the end of the first nine and also at the end of the 18. In the afternoon, however, the Shanghai players played in great form, while their opponents fell away, the result being that the Northern pair won the match 5 up and 4 to play.

SCORES.

SHANGHAI.		MANILA.	
2	Budd and Blinko (1 up)	Few and Mason	0
2	Ferrier and Malcolm (5 & 4)	Benedict and Ivory	0
2	Parbury and Pilcher (5 & 4)	Train and Nell	0
6			0
4	Singles Score		2
10	Grand Total		2

PROGRESS OF THE GAMES.

Shanghai	Manila	First 9	Second 9	Third 9	Last 9 and Results
Budd & Blinko	Few & Mason	B & B 1 up	all square	B & B 1 up	B & B 1 up
Ferrier & Malcolm	Benedict & Ivory	F & M 3 up	F & M 5 up	F & M 5 up	F & M 5 up and 4
Parbury & Pilcher	Train & Nell	all square	all square	P and P 2 up	P and P 5 up and 4

INTERPORT DINNER.

CHANGE IN THE FOURSOMES MATCH SUGGESTED.

The Royal Hongkong Golf Club last night entertained the visiting teams at dinner on the Roof Garden of the Hongkong Hotel. The President of the Club (the Hon. Mr. E. R. Hallifax, O.M.G., Colonial Secretary) presided over a gathering of about fifty.

After the toasts of The King and the President of the United States had been duly honoured,

The Hon. Mr. E. R. HALLIFAX, in the course of a speech in which he paid a glowing tribute to the prowess of the Shanghai interport team, said he had known the Royal Hongkong Golf Club from the days of its origin in Happy Valley, but his ideas always centred in Fanling where he thought the Hongkong Golf Club had made its name. The value of Fanling to them, he thought, was probably its capacity for entertaining golfers of the standard they had had with them during the last ten days or so.—(Applause.) Although Shanghai had beaten Hongkong, he thought Hongkong was satisfied that Shanghai and Manila had enjoyed playing on the Fanling golf links as much as the Hongkong Golf Club players had enjoyed showing them the beauties of the course and its surroundings. Hongkong had really had a great week of golf and he thought it was a week that would remain in the memory of golfers for a long time, because of the good spirit, and the good sportsmanship shown, and also the keenness evinced in the matches. He did not know what the conditions for golf were in Shanghai, but undoubtedly the Northern port had sent down a team that stood out as a remarkable constellation.

Mr. Hallifax mentioned that the Hongkong Golf Club contemplated shortly inviting a Kobe team down, so as to make an Eastern tournament. He went on to say that Shanghai had brought down the Cup, in order that Hongkong might take possession of it. Hongkong, however, had failed to win it this time, but hoped to win it next year.

In conclusion, Mr. Hallifax again heartily congratulated the Shanghai team on the game they had put up, but added that the cup would remain in their charge only for twelve months.—(Laughter and applause.)

Mr. G. R. MACDONALD (Captain of the Shanghai team) replied. After thanking the President of the Royal Hongkong Golf Club on behalf of the Shanghai interport team for the kind terms in which he had referred to them, the speaker said he would remind them that the score by which Shanghai won in the match against Hongkong,—10½ points to 1½ points—did not really represent the true position, as all the games were very closely contested. What he thought had been a feature of the six days' play was the golf of Mr. Ferguson, Captain of the Royal Hongkong Golf team.—(Applause.) Mr. Ferguson had been consistency itself and had been a tower of strength in play, as well as in size.—(Laughter.) The trophy had now been won by Shanghai five times and by Hongkong four times; and there had been one draw, last year—a very interesting draw. It was interesting, too, to note that Mr. J. B. Ferrier, who played in the first match in 1909, was still playing to-day, and playing as well as ever.—(Applause.)

Mr. Macdonald went on to refer to the Amateur Golf Championship of China and said this competition had not been altogether the success they in Shanghai had anticipated. The reason for this was that entries other than Shanghai had been rather lacking, but it had struck him that if they put this competition under the aegis of the Far Eastern Golfing Association, which had its headquarters in Hongkong, they might make more of a success of it. He would like the Far Eastern Golfing Association to take the question into consideration.

As regarded the match with Manila, again the score did not represent the game. Shanghai had been most pleased to meet such keen golfers and such good sportsmen as were in the Manila team. (Applause.)

Mr. Macdonald suggested that instead of playing the four-ball foursomes they should play the pukka foursomes. It appeared to be the consensus of opinion in Hongkong that the change should be made, and he himself was strongly in favour of it and when he returned to Shanghai would bring it to the notice of the committee there.

On behalf of the Shanghai team he returned thanks for the hospitality extended by Hongkong to them during their visit.—(Applause.)

Mr. N. L. SMITH (Captain of the Royal Hongkong Golf Club) proposed the health of the Manila team. Referring to Mr. Macdonald's suggestion that the Far Eastern Golfing Association competition should be at Fanling, Mr. Smith said it was an excellent idea and he was certain that the Royal Hongkong Golf Club would be pleased to see representatives from all over the Far East compete over what he considered to be the best course in the Far East.

Mr. Smith added that it devolved upon him to present a flag to the Manila Golf Club, the idea being that when the Manila Club beat Hongkong they would put a date on the flag, and whenever Hongkong defeated Manila, Hongkong would enter a date at Fanling. The Hongkong Golf Club, he said, after their enjoyable visit to Manila, a month or so ago, felt that they would have much rather entertained the Manila players at their houses, messes or clubs, than have installed them at Fanling, but the drawback to this was the distance to Fanling from Hongkong. It was true there was nothing much to do at Fanling except play golf, eat, drink, and sleep.—(Laughter.)

The captain of the Shanghai team had mentioned the subject of foursomes, but he (the speaker) must take the credit of having mentioned that matter to him when he landed in the Colony. He had also put the matter before the committee, and several members of the Hongkong Golf Club, and was very much surprised to find that nearly everybody agreed with him that foursomes were much better than fourballs. It seemed to him that 36-hole foursomes for only two balls was about as fine a test of golf as any. He was glad that the captain of the Shanghai team agreed with him.

In conclusion, Mr. Smith said Hongkong had done their best to entertain Manila and he hoped the visitors had enjoyed themselves as much as Hongkong had enjoyed having them, and that they would come again as often as they liked.

Mr. J. R. H. MASON (Captain of the Manila team), replying, said the Manila players had had a great time at Fanling. The Hongkong Golf Club had sent their best "bloods" out to Fanling almost every night to try and put the Manila team down, but they had withstood them. (Laughter.) In their match with Shanghai over the last two days, Manila had done better than they expected.

"I have had some awful lickings at golf," continued Mr. Mason, "and they put me up against a little fellow and he half played me and half taught me"—(Laughter.) A little while afterwards Benedict came to me and said: 'What did you put me up against that big guy for?' I said: 'Mr. Ferguson is their best golfer, and you are our best golfer.' Benedict replied: 'I would rather caddy for him.'" (Laughter.)

Mr. Mason observed that Manila were now one behind Hongkong and two behind Shanghai. If they ever got Shanghai to Manila they would show them what golf was in the Philippine Islands. Manila had never been defeated at home, but had always been beaten at Hongkong and Shanghai. The speaker concluded by extending a cordial invitation to Shanghai to visit Manila and said they were very anxious that Mr. Macdonald should bring his team of gladiators to the Philippines to try and trim the Manila men up.

Mr. HALLIFAX remarked that on Wednesday morning the Manila team gave Shanghai a most unholy shock and entered into a match which was not lost until the last hole had been won. He hoped the suggestion of Mr. Macdonald that the Far Eastern tournament should be held at Fanling would materialise, in view of Hongkong's central position, which favoured such a tournament being held here. The matter, however, must be postponed until quieter times, when he thought the idea would be worked out. They hoped to have Shanghai and Manila again visit their links within a short time.

Mr. Hallifax then presented each of the players of the visiting interport teams with a memento of the occasion and also handed to the Hongkong interport players a souvenir.

Mr. A. H. FERGUSON (Captain of the Hongkong Interport team) said he felt honoured at his age to be the captain of the Hongkong interport golf team. Speaking as to the ability of the Shanghai team, he said the play of the Northern port team was undoubtedly far superior to that of the Hongkong team, despite Hongkong's intimate knowledge of the ground and every blade of grass on it. This made no difference to Shanghai, who knew where the hole was.—(Laughter.) There had been no fluke about the match. The outstanding team to-day was Shanghai. Credit was due to Manila also. That Hongkong won against Manila was due to the fact that the visitors were suffering from lack of knowledge of the course, which the local players knew thoroughly. It should not mean anything to Manila that they lost, for he did not think there was any course in the world one needed to know more about than the course at Fanling. They all felt in Hongkong that this was one of their great years. It had been good to notice the community feeling among the three teams.

The rest of the evening was devoted to an improvised programme of entertainment in which many amusing golf stories figured.

(Continued at foot of next Column.)

DARING WHARF EPISODE.

ATTEMPT TO CAST THE "KWONG SANG" ADRIFT.

At attempt to cast the Indo-China Steam Navigation Company's steamer *Kwong Sang* adrift was made during the early hours of Wednesday morning. It appears that the master of the vessel (Captain Richard) was aroused from sleep by a noise and on going on deck he found that the wire ropes which were securing the steamer to the Company's wharf at West Point had been slacked, and that the *Kwong Sang* was actually beginning to drift. The Chief Officer was called and eventually the vessel was held. It appears that a party of ten Chinese were engaged in the attempt, but seven of them escaped by jumping on the wharf, and the others jumped over the side of the steamer and swam ashore.

"M.1" DISASTER FUND.

COMMANDER-IN-CHIEF'S THANKS FOR LOCAL SUBSCRIPTIONS.

The Naval Commander-in-Chief has received the following subscriptions from local sources to Submarine *M.1* Disaster Fund and desires to express his sincere thanks to all concerned.

These amounts have been remitted to the Rear-Admiral in charge of the Submarine Service for transmission to the Royal Naval Benevolent Trust (Address: Room B, High Street, Chatham, Kent) which is the central authority for administering subscriptions received on this account.

Hongkong Football Association	$ 300.00
Taikoo Club—proceeds of concert	230.00
Kowloon Dock Recreation Club	413.51
United Service Lodge, No. 1,341 E.C.	100.00
Hongkong Amateur Dramatic Society (proceeds of first performance of "A Little Bit of Fluff")	1,054.38

ARMS CASES.

FIVE MEN SENTENCED AT KOWLOON.

At the Kowloon Magistracy yesterday, before Mr. E. W. Hamilton and Major C. Willson, eight Chinese were charged with possession of arms.

The first four who were charged with possession of two daggers were arrested at Laichikok on the morning of the 11th inst. The first and third defendants were stated to be the possessors of the daggers, and the other two were charged with loitering. Sentence of four years' hard labour was passed on the first and third defendants, and the other two were remanded until to-day.

The other four men were charged with possession of one revolver and ten rounds of ammunition, one dagger and a pair of scissors. The first defendant admitted possession of the revolver and ammunition, and the second defendant admitted that the scissors were his. The two other men pleaded not guilty.

Evidence was given to the effect that the second defendant had a knife concealed up his sleeve.

The first three defendants were each sentenced to four years with hard labour, whilst the fourth defendant was discharged.

A HONGKONG VAGRANT.

NO REGULAR WORK FOR TWELVE YEARS.

At the Central Magistracy yesterday, before Major Willson, a European named Edward Harris, aged 37 years, was charged with being in the Colony without visible means of subsistence.

Sergt. Elston said that defendant who was born in Hongkong, had recently been deported from Singapore for three years, and had not done any regular work for about twelve years. The Sergeant added that his superior officer advised that defendant might be sent to the House of Detention, where he was no stranger, and kept there until he found work.

Defendant was sent to the House of Detention.

OLD MAN FINED.

EXPORTING CIGARETTES WITHOUT LICENCE.

At the Central Magistracy yesterday, an old Chinese, aged 73 years, was charged with exporting 4,800 cigarettes to Macao without a licence.

Sub-Inspector Shannon had charge of the case.

Defendant pleaded guilty, and told the magistrate that since his arrest his wife had been crying all the time.

A fine of $50 was imposed and the cigarettes were confiscated.

THE "HUNAN" REFLOATED.

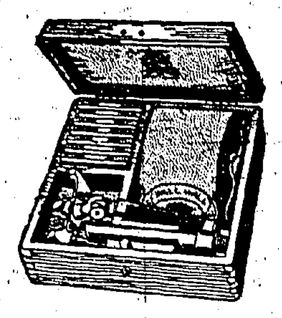
Information reached here yesterday that the China Navigation Company's s.s. *Hunan*, which went aground on a shoal in the western entrance to the Hainan Straits, has been successfully refloated and was on the way to Hongkong, accompanied by the *Taming*, which recently went to her assistance. The *Hunan* was expected to reach this port last evening and in all probability go into dock, like the *Kweiyang*, the other vessel which was stranded.

Both the visiting interport golf teams leave the Colony to-day. The Shanghai team sail on the R.M.S. *Empress of Australia* at noon and the Manila team leave on the s.s. *President Taft* at midnight.

WILKINSON'S SAFETY SHAVER.

The Ideal Safety Razor with Hollow Ground Blades.

3-DAY SET (3 BLADES) $13.50



7-DAY SET (as shewn) $22.50

7-DAY GOLD PLATED SET—$35.00

No New Blades Required. Lasts a Lifetime.

5/8-inch. ...$5.00 THE CELEBRATED WILKINSON'S RAZOR WARRANTED FULL HOLLOW GROUND $5.00 ...3/4-inch.

SETS OF	TWO RAZORS IN HARDWOOD CASE	$14.50
,,	FOUR ,, ,, ,, ,,	$27.50
,,	SEVEN ,, ,, ,, ,,	$45.00

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To be smartly shod wear

BECTIVE SHOES.

NEW ADVERTISEMENTS

HONGKONG HOCKEY CLUB DINNER.

8 P.M. AT VOLUNTEER HEADQUARTERS.

THURSDAY, 25TH FEBRUARY, 1926.

WILL All Those Members who have not yet sent in their Names kindly do so on or before NOON on SATURDAY, 20TH FEBRUARY, to the Undersigned, giving at the same time Names of Guests if any, and whether they or their Guests will be willing to contribute to the Musical part of the Programme.

(Sgd.) E. J. R. MITCHELL,
Captain, H.K.H.Q.

3209]

KOWLOON RESIDENTS' ASSOCIATION.

NOTICE.

THE SIXTH ANNUAL GENERAL MEETING of the Association will be held in the ST. ANDREW'S CHURCH HALL, Kowloon, on MONDAY, 22ND FEBRUARY, 1926, at 6 P.M.

BUSINESS:—

1—Adoption of Report and Accounts.
2—Election of Officers and Committee for the year 1926.
3—Any other Business.

It is Earnestly Requested that Members and all Others interested in the Welfare of Kowloon will make an endeavour to be Present at the Meeting.

D. A. GOODWIN,
Hon. Secretary.

Hongkong, 19th February, 1926. [3211

CHEONG TAI
110, QUEEN'S ROAD CENTRAL.

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GROCERIES.
PREVIOUS REDUCTION 15 PER CENT.
NOW FURTHER REDUCED 10 PER CENT.

WINES, SPIRIT & LIQUEURS.
PREVIOUS REDUCTION 10 PER CENT.
NOW FURTHER REDUCED 5 PER CENT.
(EXCEPT BRANDY).

E. D. DA ROZA,
Special Manager.

Hongkong, 18th February, 1926. [3210

INSTITUTION OF ENGINEERS & SHIPBUILDERS.

REMINDER.

A DINNER will be held on FRIDAY, the 19TH INST., at the ROOF GARDEN, HONGKONG HOTEL at 8 P.M. for 8.30 p.m.

Dress—Dinner Jacket. [3208

PARTICULARS AND CONDITIONS OF SALE.

OF THE

VALUABLE HOUSEHOLD PROPERTY

Situate and being

SECTION A, B, C, AND THE REMAINING PORTION OF KOWLOON MARINE LOT No. 84 AND A MOIETY OF KOWLOON PERMANENT PIER No. 4

TO BE SOLD

BY ORDER OF THE MORTGAGEES

BY

PUBLIC AUCTION

ON

WEDNESDAY, THE 24TH DAY OF FEBRUARY, 1926,

AT 3 O'CLOCK P.M.

IN ONE LOT.

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Messrs. LAMMERT BROTHERS,
Auctioneers,
AT THEIR AUCTION ROOMS, No. 5, Duddell Street.

The Property consists of:—

First all those pieces or Parcels of Ground situate at MONGKOKTSUI in the Dependency of KOWLOON and Colony of HONGKONG and registered in the Land Office as Sections A.B.C. and the REMAINING PORTION of KOWLOON MARINE LOT No. 84 (being the whole of the Premises comprised in the Crown Lease of Kowloon Marine Lot No. 84) with the Buildings erected thereon and secondly a Moiety of One Equal Undivided Half Share of and in the right of Erecting and Maintaining a Pier over the Crown Foreshore and Crown Land shown on the Plan Annexed to the Crown Lease of Kowloon Permanent Pier No. 4.

The Property First described contains a Total Area of 80,307 square feet, or thereabouts, and is held under a Crown Lease for the Term of 75 years Renewable for a Further Term of 75 years.

The Crown Rent payable in respect of Sections A. B. C. and the Remaining Portion of Kowloon Marine Lot No. 84 is $332 per annum and in respect of the Moiety of Kowloon Permanent Pier No. 4, $150 per annum.

Particulars and Conditions of Sale may be had from:—

MESSRS. DEACONS,
Vendors' Solicitors,
1, Des Vœux Road Central,

OR FROM

MESSRS. LAMMERT BROTHERS,
The Auctioneers.

Hongkong, 11th February, 1926. [3179

FOR Rent Two HOUSES Near ST. PAUL'S, and DAIRY FARM Office; Central, Clean and Quiet Locality, Good Outlook. May be Rented in Flats or Whole House.—TEL. 4630. SMALL INVESTORS.

INTIMATIONS

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1ST, 2ND, 3RD AND 6TH.

TICKETS OF ADMISSION to the Public Enclosure may be obtained from MESSRS. KELLY & WALSH or at the GATE. Price—$3 Per Day. Soldiers and Sailors in Uniform—$1 Per Day.

No one Admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

LINSTEAD & DAVIS,
Treasurers.

[3192

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1ST, 2ND, 3RD AND 6TH.

MEMBERS have the privilege of introducing Two Non-members to the Members' Enclosure.

A Limited Number of Tickets are available and may be obtained from Messrs LINSTEAD and DAVIS, Alexandra Buildings on or before SATURDAY, FEBRUARY 27TH, 1926.

Price:—$10 Per Day or $30 for the Meeting.

LINSTEAD & DAVIS,
Treasurers.

[3189

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1ST, 2ND, 3RD AND 6TH

THE Stewards request the pleasure of the Presence of the Ladies at The Races.

[3190

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1ST, 2ND, 3RD AND 6TH.

PASSES for SERVANTS will be Issued on Application to MESSRS. LINSTEAD AND DAVIS, ALEXANDRA BUILDINGS. No Servants will be allowed inside the Enclosure of the RACE COURSE during Race Days WITHOUT TICKETS.

These Tickets are only available for Servants while in Attendance on their Employers or when On Duty at the Various Stands.

Any Chinese found loitering about with Servants' Passes in their possession will forfeit them and holders will be Removed from the Enclosure.

C. B. BROWN,
Secretary.

[3191

HONGKONG JOCKEY CLUB.

MEMBERS' BADGES of ADMISSION are Now Ready and may be obtained by those Members, who have not already received them, from MESSRS. LINSTEAD & DAVIS, ALEXANDRA BUILDINGS.

Members are Reminded that these Badges will also Admit them to All The EXTRA RACE MEETINGS This Year,

C. B. BROWN,
Secretary.

[3193

NORTH CHINA INSURANCE CO., LIMITED.

SCRIP LOST.

SCRIP CERTIFICATE of SIX SHARES Numbered 6655 to 6660, registered at the HEAD OFFICE in the Name of WING SIN SUN Has Been Declared to be LOST or MISLAID, and Application having been made to the Court of Directors for a Duplicate, NOTICE IS HEREBY GIVEN that unless the said Certificate be presented or any objection lodged at the Offices of the Company in Shanghai on or before the 3RD MARCH, 1926, a New Certificate will be issued.

By Order of Court of Directors,
C. M. G. BURNIE,
General Manager

Shanghai, 3rd February, 1926.

[3188

S.S. "GASCOGNE"

(WEST AUSTRALIAN STEAM NAVIGATION CO., LTD.)

LEAVING HONGKONG FOR WEST AUSTRALIAN PORTS VIA SINGAPORE ON OR ABOUT 20TH FEBRUARY.

EXCELLENT PASSENGER ACCOMMODATION.

For Freight and Passage, Apply—

JARDINE, MATHESON & CO., LTD.,
Agents.

[3184

2 Large and 1 Small BEDROOMS with Bathrooms Attached in a New Quiet and Commodious FLAT, Looking over Lyemun Pass and Three Minutes from the Ferry. Suitable for Married Couples without Children, or Friends willing to share. Catering as Required.—Box No. 3180, c/o *Hongkong Daily Press*. [3180

PREPAID "WANTED" ADVERTISEMENTS

TO LET.—From April 1st, 1926, for Six Months, Well Furnished FLAT, Four Rooms, Central District, All Modern Conveniences including Elevator. Apply—BOX No. 155 c/o *Hongkong Daily Press*. [155

TO LET.—Small Convenient Light OFFICE in ASIATIC BUILDING. Apply Box No. 182, c/o *Hongkong Daily Press*. [182

INTIMATIONS

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that The ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the HONGKONG HOTEL, Hongkong, on SATURDAY, the 20TH FEBRUARY, 1926, at 11 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ended 31ST DECEMBER, 1925.

The TRANSFER BOOKS of the Company will be CLOSED from the 10TH FEBRUARY to the 22ND FEBRUARY, (both days inclusive), during which Period No Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 3rd February, 1926. [3143

HONGKONG TRAMWAYS, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY GENERAL MEETING of HONGKONG TRAMWAYS, LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON & CO., LTD., on THURSDAY, the 25TH DAY OF FEBRUARY, 1926, at 12 O'CLOCK NOON, to Transact the Ordinary Business of the Company.

By Order of the Board,
W. F. SIMMONS,
Secretary.

Hongkong, 16th February, 1926. [3202

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at CITY HALL, Hongkong, on SATURDAY, the 27TH FEBRUARY, 1926, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the Year ending 31st DECEMBER, 1925.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 15TH FEBRUARY, to SATURDAY, the 27TH FEBRUARY, 1926 (both days inclusive) during which Period No Transfer of Shares can be Registered.

By Order of the Court of Directors,
A. H. BARLOW,
Chief Manager.

Hongkong, 8th February, 1926. [3160

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Offices of Messrs. JARDINE, MATHESON & Co., LTD., on TUESDAY, FEBRUARY 23RD, 1926, at 11 A.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts for the Year ended DECEMBER 31st, 1925.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, FEBRUARY 12TH, 1926, to TUESDAY, FEBRUARY 23RD, 1926, Both Days Inclusive.

By Order of the Board of Directors,
F. H. CRAPNELL,
Acting Secretary.

Hongkong, February 4th, 1326. [3147

UNION WATERBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY FIRST ANNUAL GENERAL MEETING OF SHAREHOLDERS will be held in the Offices of Messrs. DODWELL & COMPANY, LIMITED, on THURSDAY, THE 4TH MARCH, 1926, at 11 A.M., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st DECEMBER, 1925.

The TRANSFER BOOKS of the Company will be CLOSED from the 25TH FEBRUARY to 4TH MARCH, 1926, Both Dates Inclusive.

DODWELL & CO., LTD.,
General Managers.

[3204

TO LET.

NO. 51, GRANVILLE ROAD, KOWLOON,

Apply to—

SPANISH DOMINICAN PROCURATION.

[3129

TO LET.

ON or About MARCH, 1926, WHOLE FLAT or SPACIOUS SUITE of OFFICES in the "FRENCH BUILDING" or "VICTORIA BUILDING," No. 5, QUEEN'S ROAD CENTRAL (between CHARTERED BANK and MERCANTILE BANK).

Apply to—

BANQUE DE L'INDOCHINE,
Chater Road.

[2607

TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement).

Apply—

SECRETARY,
A. S WATSON & Co., LTD.

2032

TO LET.

TWO Newly-constructed EUROPEAN HOUSES, MAGAZINE GAP, MOTOR ROAD, Three Flats, Three Large Rooms, each with Kitchen, Servants' Quarters and Bath Room, fitted with Flush System.

Garage provided. Immediate possession.

Apply—

SANG KEE,
New Bank Building.

[221

INTIMATION

Seasonable Remedies and Preventives

WATSON'S

PECTORAL COUGH BALSAM

For Coughs, Colds and Bronchitis in bottles $1.00 and $1.75.

MARTIN'S INFLUENZA MIXTURE

FOR

Cold in the Head and Catarrh

$1.00 per bottle.

WATSON'S ANTI-SEPTIC THROAT PASTILLES

FOR

Relaxed and Sore Throat,

50 cents per tin.

WATSON'S EU-PINE INHALANT

FOR

Cold in the Head, &c.

50 cents per bottle.

A. S. WATSON & CO., LTD.

ESTABLISHED 81 YEARS.

[50

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, FEBRUARY 19TH, 1926.

A "CLASSIC" FLIGHT.

THERE will doubtless be many who read Reuter's cable to-day announcing that Mr. ALAN COBHAM has completed the flight from London to Capetown who will wonder why it should be termed "a classic flight." The use of the word "classic" hitherto has been confined to literature or art of acknowledged excellence. Originally it was used of Greek or Latin works or authors, but has come to be applied to authors and works of a like character in any language. Its use to describe a feat of aviation strikes us as startlingly new. We do not recollect, for instance, ever seeing the first flight across the English channel, or even the first flight across the Atlantic so described, and if it is now used because of the length of the flight, we may recall that flights over greater distances are on record, such as the several flights from Europe to Japan and the still greater accomplishment of a flight round the world by American aviators. If the word "classic" may be used in this connection, then the "classics" of aviation are already numerous.

Mr. COBHAM'S achievement is certainly unique in its way, for he is the first aviator to fly over the whole continent of Africa, from Egypt down to Capetown. The flight was organised primarily as another demonstration of the hard service capabilities of British aircraft, and was backed by about a score of firms interested in some form in British aviation. The Imperial Airways Company were hopeful of securing from it data as to the flying possibilities of the route. Mr. COBHAM expected to reach Capetown within a month from his departure from London, but that depended upon the amount of time required to investigate local conditions at various points *en route*. The flight has actually occupied more than two months, but this was partly due, we believe, to illness overtaking his mechanic in the heart of Africa.

After leaving London the route was to the South of France, Italy and Greece, where Europe was left for Sollum, on the African coast. From there Mr. COBHAM went on to Cairo, then through the Soudan, down to Uganda, touching Kenya Colony at Jinja and Kisumu before proceeding into Tanganyika and on to Rhodesia, the Transvaal and South Africa. The Air Ministry had spent three months in preparing the route maps and acquiring other information needful for the pilot, while firms interested in the flight made the necessary provision for spirit and lubricating oil to be distributed along the line of aerodromes. The fact that the flight has been successfully accomplished may be taken as proof not only of the serviceability of the machine but also of the efficiency of the whole of the arrangements for the flight.

The machine used was a De Havilland—the one in which Mr. COBHAM and Sir SEFTON BRANCKER carried out their long flight to India and back, but in place of the 240 h.p. Siddeley Puma engine there was installed a 385 h.p. radial air-cooled Siddeley Jaguar engine. The reason for the change is an indication of the problems which have to be faced when aviation is taken out of the temperate climate of Europe and transferred to the high attitudes and tropical heat of Central Africa. In a telegraphic report which Mr. COBHAM sent from Jinja five weeks ago, he mentioned that the aeroplane had stood in the heat of the sun until the wings were so hot that touching them meant burning one's fingers badly, but it made no difference to the fabric, which had been treated with a special substance. In some cases the flight crossed country 4,000ft. to 6,000ft. above sea level, and in addition to the decrease in density of the air with height is the further complication caused by the heat thinning the air. As a consequence at some landing grounds the conditions for taking off were equivalent to starting a flight in Great Britain at an initial height of 10,000ft. The speed of the machine has gone up to 136 m.p.h. It was possible to cruise at 100 miles an hour comfortably on one-third throttle, which indicates that there was a comfortable reserve of power. Mr. COBHAM'S report obviously will be of the greatest value to the Air Ministry, and aircraft may be expected to play a very important part in opening up communications with the interior of Africa. There were times when Mr. COBHAM traversed in three hours distances which at present take from a week to a fortnight by any other means. One result of the flight is the discovery that an opportunity offers to make a great aerial corridor linking Kenya, Uganda and the Sudan with Egypt, and making Central Africa three weeks nearer to England. Combined with this, possibilities are opened up of the subsequent development of local air-line services in some areas, while in any case interest in aviation is bound to be stimulated in Africa by Mr. COBHAM'S "classic" feat.

Bishop Scott is passing through Hongkong on his return to Peking.

One Chinese case of small-pox was reported in the Colony during the twenty-four hours ended the 17th inst.

A collision occurred between two motor-cars at Morrison Gap Road on Wednesday. One of the cars was slightly damaged.

At the Kowloon Magistracy yesterday a Chinese was fined $25 on a charge of firing crackers in the street, contrary to the published regulations.

His Excellency M. Claudel, French Ambassador to Tokyo, was a passenger on the M.M. *Porthos*, which arrived in the Colony from Marseilles on Wednesday.

The next rehearsal chorus of the Hongkong Philharmonic Society in connection with the forthcoming concert is advertised to take place on Monday next at 5.30 p.m. in the Cathedral Hall.

An old Chinese was knocked down by a motor-car in Bulkeley Street, Yaumati, on Wednesday, and succumbed to his injuries after being admitted to hospital.

Mr. J. P. Bourne, Supt. of the Hongkong and Shanghai Hotels at Hongkong, is leaving on the R.M.S. *Empress of Australia* to-day on a trip to Shanghai.

Mr. A. Macgowan, of Messrs. Bradley & Co., Swatow, is proceeding home *viâ* Canada, travelling from Hongkong on the R.M.S. *Empress of Australia*, leaving to-day.

Mrs. Hayley Bell, wife of the Commissioner of Customs at Canton, is proceeding to England *viâ* Canada, travelling on the *Empress of Australia* which leaves Hongkong to-day.

A tram-car, while passing a steam-roller on Praya East yesterday afternoon, knocked down a roadman who was severely injured in the head. The man was taken to hospital.

A Chinese widow of No. 6, Mosque Street, has reported to the Police that early yesterday morning, someone entered the house and stole two coats valued at $200.

A Chinese earth coolie, who lived in Moon Street, was found murdered yesterday morning. His body was found in one of the back streets near where he lived. There were several stab wounds in his throat.

A Chinese was sent to the Government Civil Hospital on Wednesday suffering from a dog bite. The dog, which was owned by Pte. Alyward of the East Surrey Regt., was sent to Kennedy Town for observation.

At the Central Magistracy yesterday, Tsze Yine, an officer in the Chinese Navy, was found not guilty of a charge of having received a deposit receipt of the value of $7,000, knowing it to be stolen. Mr. M. K. Lo defended.

Mr. Baker, of the P.W.D., has reported to the Police that whilst riding his motor cycle near Percival Street, he knocked down a Chinese boy, who ran out behind a tram-car. He was slightly injured but refused to go to hospital.

In our issue of Wednesday we inadvertently stated that Mr. T. G. Weall was fined $5 at the Central Magistracy for obstruction in Pedder Street by leaving his car off the stand. The person charged and fined was a Mr. L. Weill.

The Chinese who was recently charged at the Kowloon Magistracy with having demanded money with menaces from another Chinese, who said he was attached to the staff of General Chan Kwing-Ming, was sentenced yesterday to three months' imprisonment with hard labour.

A Chinese was sentenced to six months' hard labour and twelve strokes with the birch at the Kowloon Magistracy yesterday for snatching a bangle from a small child. He had been convicted twice previously. Another youth who failed in his attempt at snatching was ordered twelve strokes with a light cane.

The *Philadelphia Public Ledger* of January 10th states that a Chinese infant, son of General Li Fuk Lum, commander of the Fifth Army Corps and military commander of Honam Island, has been adopted by Dr. William W. Cadbury, member of a prominent Philadelphia Quaker family and a graduate of the University of Pennsylvania, who is now in China.

Members of the Hongkong Hockey Club who wish to attend the club's annual dinner on February 25th and have not sent in their names to Mr. E. J. R. Mitchell, the Captain, are asked to do so before noon to-morrow (Saturday). At the same time they are requested to give the names of their guests, if any, and to state if they or their guests are willing to contribute to the musical programme.

Mr. W. R. Buckberrough, of the Canadian Pacific Steamships, who has been in the Hongkong office for about seven years, leaves the Colony to-day by the R.M.S. *Empress of Australia* on transfer to the Tokyo office of the C.P.S. Mr. Buckberrough, who has been acting as passenger agent in Hongkong, will take a similar position at Tokyo. His place in the Hongkong office has been taken by Mr. J. M. Henderson, also of the local office.

The will be two London mails arriving this week-end. This morning the s.s. *President Taft*, which was originally due yesterday, will land 20 bags of letters from the United Kingdom and Europe *vid* Siberia, but altogether will bring a total mail of 257 bags, which, apart from the small mail *vid* Siberia, is from U.S.A., Honolulu, Japan and Shanghai. To-morrow morning the P. & O. s.s. *Khiva* will arrive with London and Europe mail *vid* Suez (letters and papers, London, *January 21st, and parcels, January 14th*).

Mr. S. Collett, of the Royal Naval Dockyard, Hongkong, who has been in the Colony since 1923, leaves Hongkong to-morrow by the P. & O. s.s. *Karmala*, with Mrs. Collett, on transfer to Devonport Dockyard. Mr. Collett has been the organist at the Union Church, Kennedy Road, and with Mrs. Collett has always taken a keen interest in the welfare of the Church. At the recent annual meeting of the Union Church they were recipients of parting gifts from the members. Mr. Collett has been also the Hon. Conductor and Musical Director of the Hongkong Philharmonic Society and, as everybody knows, the Colony has been greatly indebted to him for several very excellent entertainments, including three of Gilbert and Sullivan's operas.

CABLE AND WIRELESS NEWS.

[BRITISH WIRELESS SERVICE.]

BRITISH INDUSTRIES FAIR.

INCREASE IN NUMBER OF EXHIBITORS.

RUGBY, February 18th.

Mr. A. M. Samuel, head of the Overseas Trade Department, informed the House of Commons that there was an increase of 100 exhibitors at the British Industries Fair this year, over the number in 1924, when the fair was last held.

The present number is 1,950 exhibitors and reports from the White City, London, and Birmingham have stated that the number of wholesale buyers was twice as large as two years ago and that satisfactory business was being done.

The King and Queen this morning visited the London section of the Fair.

FIRE ON STEAMER IN CHANNEL.

BRITISH DESTROYER TO THE RESCUE.

RUGBY, February 18th.

An appeal for assistance was received yesterday from the Jugo-Slavic steamer *Irzvor*, from Morocco to Cardiff, which was reported to be on fire in heavy seas off Start Point in the English Channel.

The destroyer *Serene* was ordered by wireless to the spot and was joined by the Admiralty tug *Rover*, the salvage tug *Verne*, equipped with fire fighting appliances, and the Brixham motor lifeboat.

The *Serene* afterwards reported that she was standing by in boisterous weather. It was last reported that the *Irzvor*, with two warships in attendance, was steaming slowly eastward, and although one of the holds was flooded, she was in no immediate danger.

WRECKED CREW SAFE.

MISSING VESSEL LOCATED OFF IRISH COAST.

RUGBY, February 18th.

One of the two Welsh trawlers which during the violent week-end gales were reported missing off the west coast of Ireland, has been located. The crew of the vessel which found shelter off a small uninhabited island is safe, and has been taken to Clifden in Ireland.

KENT COALFIELDS.

PROOF OF LARGE QUANTITIES OF "BLACK DIAMONDS."

RUGBY, February 17th.

A Parliamentary White Paper announces that under the Trade Facilities Act a sum of £2,000,000 has been guaranteed to the firm of Messrs. Pearson and Dorman Long over a period of thirty years for the development of coalfields in Kent: The firm mentioned represents a combination of interests of Lord Cowdray's famous firm of Messrs. Pearson and Son, public works contractors, and the colliery and steel combine of Messrs. Dorman Long and Co. of Middlesborough. Already the firm owns the port of Richborough, in Kent, which was created during the war and was bought from the Disposals Board. A number of small companies have been working in East Kent for various periods. There is proof of the existence of large quantities of coal but these small companies have lacked the large capital required to make mining a satisfactory commercial proposition.

A whole coal-field lies within fifty miles of London in the area about Canterbury and towards the east and south coast. The bulk of the coalfield lies just behind the east and south coast. The bulk is known only as places of quiet natural beauty. The number of pits to be operated will probably be eighteen, and the total estimated output of these pits is reckoned at 13,500,000 tons a year. The iron industry in Kent is also to be developed.

THE IMPORTANCE OF THE FIELDS.

RUGBY, February 18th.

Mr. A. J. Cook, Secretary of the Miners' Federation, attaches great importance to the development of the Kentish coal fields which, within a few years, will, in his opinion, find employment for 20,000 miners. He anticipates that steel works will be erected in association with the collieries, that the old port of Richborough revived during war will be developed, and that the provision of electricity supply works to serve London will be taken in hand.

NEAR EAST OBLIGATIONS.

QUESTIONS IN THE COMMONS.

RUGBY, February 17th.

In the House of Commons, Sir Austen Chamberlain was asked if any questions relating to British obligations in the Near East were considered during his recent discussions with Signor Mussolini. He replied:—"I do not think it is in the public interest that I should be asked to state what subjects were or were not discussed in informal conversations which took place when the Prime Minister of Italy did me the honour to dine with me at Rapallo, but I may say that no obligations were undertaken or suggested on either side."

SHIPYARD LABOUR TROUBLES.

BRIGHTER OUTLOOK.

RUGBY, February 17th.

It was officially announced at a meeting at York of the Engineering and Shipbuilding Trades Federation, that the ballot on the new machinery for avoiding disputes in shipyards had been accepted by a majority of 47 Unions affiliated to the Federation.

In addition it was stated that 10 organisations not taking part in the ballot, had intimated their acceptance.

[THROUGH REUTER'S AGENCY.]

LEAGUE OF NATIONS.

DOMINIONS TO BE CONSULTED ON PERMANENT SEATS QUESTION.

LONDON, February 17th.

The suggestion that the Dominions should be consulted before the British delegate to the League of Nations Council has voted on the question of new permanent members of the Council in addition to Germany, underlay several questions in the House of Commons.

Sir Austen Chamberlain, replying, said that the Government was already communicating with the Dominions on the matter and he pointed out that the permanent seat on the Council was attributed to the British Empire, but the extent to which the occupant of the seat at a given moment could speak on behalf of the Dominions depended on the circumstances of each particular case and the character of the communications which had passed between the Imperial and Dominions' Governments. The Dominions were separately represented in the Assembly, and the Dominions there acted on the instructions of their own Governments, although frequent consultations were held between all Empire delegates, while as regards the future we should pursue the same policy of consultation with the Dominions regarding other applications for permanent membership as on any other international issue of importance.

SIR ERIC DRUMMOND'S CONVERSATION AT BERLIN.

BERLIN, February 17th.

The report that Sir Eric Drummond and Dr. Stresemann, the Foreign Secretary, have agreed that Germany alone shall be granted a permanent seat on the League Council in March is entirely without foundation. It is true that the question of the composition of the Council was discussed and Dr. Stresemann pointed out the serious difficulties that would arise if the Council were suddenly enlarged by the inclusion of other members besides Germany, but, it is authoritatively emphasised that the foreign Governments concerned must decide the future composition of the Council. Sir Eric Drummond confined himself to expressing his personal views which are stated to be sympathetic towards the German attitude.

GERMANY AND THE LEAGUE.

BERLIN, February 17th.

According to arrangements made between Sir Eric Drummond and the Foreign Office, Germany's application for admission to the League will be referred to a Committee to be appointed by the Assembly at Geneva on March 8th, this Committee to elect a sub-committee at which the German delegate will probably give information. The Assembly vote is not likely to take place before March 10th but as soon as the admission to the League is agreed to, the Council will consider the question of giving Germany a permanent seat on the Council. If this is unanimously agreed to the Assembly will be asked to adopt it for which a simple majority is sufficient.

FRENCH PREMIER'S VIEW.

PARIS, February 17th.

The German Ambassador, Herr Von Hoesch, has interviewed M. Briand on the question of Germany's entry into the League. It is understood that the Premier stated that the question of enlarging the Council like Germany's entry is a matter for the Assembly's decision and that the proper place for Germany to object to any changes in the composition of the Council will be before the Assembly, once she is a member of the League.

[BRITISH WIRELESS SERVICE.]

PRESS AGAINST INCREASE OF SEATS.

RUGBY, February 17th.

The advantage and disadvantage of allotting permanent seats on the League Council to other Powers as well as to Germany, continue to be debated here, with reference especially to their bearing on the future development of the League. The issue in most cases is being subjected to the test whether such enlargement of the Council would increase the League's efficiency. While one school of thought argues that the addition of more permanent members to the Council would add to the difficulties of obtaining a decision when speed is of primary importance, another school of thought calls attention to the possibility of a decision being required upon some important issue in which a large proportion of the Powers on the Council are concerned, and argues that the Powers remaining would be too few to shoulder the burden they would be required to carry.

In the course of the discussion certain misconceptions have arisen which tend to cloud the real issue. For instance, it is incorrect to suppose that any pledge was given at Locarno or elsewhere to exclude everyone but Germany from ever receiving a permanent seat. Nor is it complimentary to Germany to suppose that her dignity as a Great Power can be affected by a discussion of an increase of permanent seats.

Further, the suggestion which is made in some quarters that the possible allotment to other Powers of permanent seats would be regarded as a policy directed against Germany could only arise out of a misconception of the character of the Council and overlooks the fact that all issues of importance can be decided on the Council only by a unanimous decision of its members.

The views generally expressed in the press comments here, are certainly not favourable to increasing the size of the Council, beyond the addition of Germany, at any rate at this juncture. The whole question is, however, recognised as obviously one for debate and decision by the Council and Assembly. It is understood here that while the British Government are devoting serious attention to the matter, they are unlikely to define their views until after consulation with the Dominions. In any case, they favour a course whereby their delegates to the League meetings are allowed considerable latitude of judgment on subjects under debate there.

[THROUGH REUTER'S AGENCY.]

MORE OPPOSITION TO ENLARGEMENT OF COUNCIL.

LONDON, February 18th.

The *Daily Telegraph's* diplomatic correspondent says the opinion is expressed in diplomatic quarters that an early settlement of the difficulties with regard to the suggested enlargement of the League Council is expected.

Besides Sweden's opposition thereto the Japanese Government has allowed it to be known that it is strongly opposed in principle to any extension of the Council except in the case of Germany, while South African, Canadian, Irish and Anglo Indian circles have expressed objections to the changes mooted in connection with the League.

[BRITISH WIRELESS SERVICE.]

FURTHER OPPOSITION TO SUGGESTION.

RUGBY, February 18th.

A special meeting of a committee consisting of Members of Parliament who interest themselves particularly in the League of Nation's affairs will be convened when a resolution will be submitted expressing the anxiety of the committee at the suggestion that permanent seats on the Council of the League shall be allotted forthwith to Brazil, Spain, and Poland.

Mr. H. A. L. Fisher, who was vice-president of the committee until he resigned his seat in Parliament, will open the discussion.

The Parliamentary Labour Party has placed a motion on paper of the House of Commons unfavourable to such enlargement of the League Council.

In the correspondence columns of the *Times* during the last few days, Mr. Phillimore, a great authority on international law, Mr. Fisher, who has in the past been a delegate at Geneva, and today, Lord Grey, of Falloden, have all put forward the reason, why in their opinion any considerable enlargement of the Council at the present would not be in best interests of League as a whole.

[THROUGH REUTER'S AGENCY.]

THE FRENCH VIEW.

CONVERSATIONS WITH GERMAN REPRESENTATIVE.

PARIS, February 18th.

Details of the conversations between M. Briand and Herr von Hoesch, mentioned in last night's cable, following which Herr von Hoesch left for Berlin are published in *Le Matin*. They indicate that Herr von Hoesch protested on behalf of the German Government against the creation of new permanent seats on the League of the Council and asked M. Briand if it was the intention to give such a seat to any other Power than Germany. M. Briand told Herr von Hoesch that Poland's presence on the League of the Council seemed necessary, for a thorough and loyal fulfilment of the Locarno Agreements; he also considered that South America should be permanently represented.

Other French papers strongly favour Poland's candidature for the League Council.

POLAND'S CLAIM.

WARSAW, February 18th.

That Germany has presented a Note to Poland regarding the League Council and the recent arrests in Upper Silesia is officially denied.

In the meantime the Polish League of Nations' Association has appealed to similar organisations abroad asking them to support Poland's claim for a permanent seat on the Council, emphasising the part Poland would play, owing to her geographical position, in securing European pacification.

EGYPT-INDIA AIR SERVICE.

LONDON TO BOMBAY IN 100 HOURS.

LONDON, February 17th.

Sir Samuel Hoare, Secretary for Air, in a speech at Cambridge, said the Egypt-India air service will begin next winter. It will save from five to eight days in the carriage of passengers and mails, and it is hoped the demand will force an extension of the route to Rangoon and Singapore. Commercial airships would eventually save two-thirds of the time between London, Australia, New Zealand and the Cape.

He believed that during the lifetime of the present Government, two great airships now building would be flying safely between England and distant cities of the Empire, and if the experiment succeeded, London would be brought within a hundred hours of Bombay.

AUSTRALIAN BUSH FIRES.

FLAMES THAT REACHED FIFTY FEET HIGH.

MELBOURNE, February 17th.

Destructive bush fires have broken out in the Toora Hill country. The flames, which in places were fifty feet high, travelled with appalling rapidity and the fire fighters frequently had to run for their lives.

The public has responded magnificently to an appeal for a relief fund and already £12,000 has been subscribed. The Victorian Government has declined the aid of other States and New Zealand, while appreciating the spirit of the offers.

THE DEATH ROLL.

LATER.

The death roll from bush fires now totals thirty-one, with four others missing.

[THROUGH REUTER'S AGENCY.]

ALAN COBHAM'S FLIGHT.

ARRIVES AT CAPE TOWN AFTER 8,000 MILES JOURNEY.

CAPE TOWN, February 17th.

Mr. Alan Cobham has arrived, thus completing his classic 8,000 miles flight from London.

[A British Wireless Message states that the time occupied in accomplishing the journey of more than 8,020 miles was 54 flying hours, and that the same De Havilland aeroplane fitted with a Siddeley-Jaguar engine was used throughout. When the engine is overhauled, Cobham hopes to make a more speedy return journey.]

EGYPTIAN MUSEUM.

CONDITION OF MR. ROCKEFELLER'S OFFER.

CAIRO, February 17th.

It is understood that Mr. John Rockefeller's offer of $10,000,000 for a Museum is conditional upon an international archaeological body directing the museum and research institute for thirty years after which everything will revert to the Egyptian Government. Mr. Rockefeller's lawyer, Mr. Belknapp, has gone to New York from Cairo to explain to Mr. Rockefeller the attitude of the Egyptian Government.

SPANISH AVIATORS.

TO FLY FROM MADRID TO MANILA.

MADRID, February 17th.

The flight of three Breguet aeroplanes to the Philippines, *via* North Africa, Cairo, Karachi, Calcutta and Cochin-China is planned for the first fortnight in April.

The pilots will be the three Spanish "Aces," Captains Gallarza, Estevez and Loriga. Each will have one mechanic.

FRICTION AT ATHENS.

ARREST OF FORMER MINISTER AND OFFICERS.

ATHENS, February 17th.

Following the recent friction between General Pangiaos, the Greek Dictator, and M. Papanastassiou, the ex-Premier and Leader of the Opposition, M. Papanastassiou, General Kondilis, an ex-Minister, and ten other officers have been arrested.

DUTCH POLITICS.

SECOND CHAMBER SUMMONED TO CONSIDER ITS DISSOLUTION.

THE HAGUE, February 17th.

The Second Chamber has been summoned for March 2nd to discuss the Socialist notice of motion asking the Queen to consider the dissolution of the second Chamber in conformity with Article 120 of the Constitution.

TEST CRICKET.

WEST INDIES MATCH DRAWN THROUGH RAIN.

GEORGE TOWN, February 17th.

The Test match between the West Indies and the M.C.C. was drawn owing to rain. Marylebone made 243 for eight wickets.

FOOTBALL AT HOME.

RESULTS IN SCOTTISH LEAGUE.

LONDON, February 17th.

The following are to-day's results in the Scottish League:—

Dundee, 1; Falkirk, 0.

Aberdeen, 0; Partick, 0.

UNIVERSITY HOCKEY.

CAMBRIDGE NARROWLY DEFEAT OXFORD.

LONDON, February 17th.

Playing at Beckenham, Cambridge beat Oxford at hockey by three goals to two.

[REUTER'S AMERICAN SERVICE.]

TENNIS IN AMERICA.

RESULTS OF INDOOR TOURNAMENT.

NEW YORK, February 17th.

Playing in the National Indoor lawn tennis tournament, Richards beat Ferrier, 6-2, 6-1; Lacoste beat the New York player, Aydelotte, 6-3, 6-3; *Brugnon* beat the New York player Kuhn, 7-5, 6-1; Borotra beat Dr. Rosenbaum, 6-4, 6-3; Hunter beat Krunie, 6-2, 6-1.

In the first of the quarter-finals, John Vanryn beat the Dane, Erik Worm, by 6-0, 6-3. In the other quarter finals, Tilden meets Borotra, Hunter meets Brugnon and Lacoste meets Richards.

FRENCH TENNIS CHAMPION.

IN BED AS RESULT OF BIG MATCH.

NICE, February 17th.

Mlle. Lenglen has had to spend a day in bed, but her father has announced that she is going on as well as can be expected, and will probably play in the Monte Carlo tournament.

[THROUGH REUTER'S AGENCY.]

HOME POLITICS.

LABOUR GAIN AT DARLINGTON.

LONDON, February 17th.

Labour has gained a seat from the Conservatives at the Darlington by-election which was occasioned by the death of the former member, Mr. W. E. Pease. The result is:

Mr. A. Shepherd (Labour)	12,965
Capt. Pease (Conservative)	12,636
Capt. Dickie (Liberal)	3,573

[The figures at the previous election were:—Mr. W. E. Pease (Cons.) 15,174; Mr. A. Shepherd (Lab.) 13,008.]

TRINCOMALEE FUEL BASE.

FOR MERCHANT SHIPS ONLY IN EMERGENCY.

LONDON, February 17th.

In the House of Commons, answering questions, Mr. J. C. C. Davison, Parliamentary and Financial Secretary to the Admiralty, anticipated that the naval oil tanks being constructed at Trincomalee, Ceylon, would be completed in April. He added that oil fuel would only be available for merchant ships in cases of emergency.

[REUTER'S AMERICAN SERVICE.]

THE CATHCART CASE.

CONFIRMATION OF COUNTESS'S EXCLUSION.

NEW YORK, February 17th.

The Department of Labour has ordered the exclusion of the Countess of Cathcart.

OFFENCE INVOLVING "MORAL TURPITUDE."

NEW YORK, February 17th.

The statement announcing the decision to exclude the Countess of Cathcart says she has admitted the commission of an offence involving "moral turpitude," whilst a considerable number of aliens have been excluded during the past nineteen years under the same provision of the Immigration Act of 1907 for admitting the same offence.

IMMIGRATION AUTHORITIES "DOLTS."

NEW YORK, February 18th.

Before leaving for Montreal last night "to mother that wild boy" the Countess Craven characterised the United States Immigration Authorities as "dolts" for excluding Countess Cathcart.

THE LEVERHULME SALE.

NEW YORK, February 18th.

One-third of Lord Leverhulme's paintings appearing in the alphabetical order of the arists' names were sold with scant a ceremony in a block for $66,980. Gainsborough's portrait of a young girl topped the prices at $20,000.

ATHLETICS.

NEW YORK, February 18th.

At the Wilco Athletic Meeting Charles Hoff (Norwegian) did a pole jump of 13ft. 4ins.

It was previously stated that the jump was 13ft. 3ins.

AMERICAN AIR SERVICE.

EXPENDITURE OF $100,000,000 APPROVED.

WASHINGTON, February 17th.

The House of Representatives Naval Committee has approved of a programme of expenditure of nearly $100,000,000 on the Naval Air Service during the next five years at the end of which the United States will possess one thousand new aeroplanes, two new dirigibles each three times the size of the wrecked *Shenandoah*, and one all metal dirigible to be manufactured by a Corporation backed by the Ford interests.

AVALANCHE DISASTER.

HEAVY DEATHROLL FEARED IN AMERICA.

NEW YORK, February 17th.

A message from Salt Lake City says that a heavy deathroll is feared as the result of an avalanche of snow and rocks near Bingham, wrecking buildings, including a church, two large boarding houses and several houses and burying from 50 to 100 persons. Fire subsequently broke out in the ruins. Hitherto, fifteen bodies have been recovered, and rescuers are working frantically to extricate the entombed persons. Doctors and nurses are on the spot but there is little hope.

LATER.

It is now definitely ascertained that 28 people were killed as a result of the avalanche.

It is believed that at least 50 men, women and children were buried beneath the snow and debris.

The avalanche swept trees, rocks and houses with it, filling a narrow canyon several hundred feet in length. Many people were caught without warning.

Of over fifty miners sleeping in a boarding house, which was smashed to pieces, few escaped. The proprietress was killed, her boy and girl being saved by a bath-tub which overturned and pinned them to the ground. They were rescued four hours later suffering from frostbitten legs.

PRESIDENT COOLIDGE UNWELL.

WASHINGTON, February 17th.

President Coolidge has contracted a heavy cold and has cancelled his to-day's engagements.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

TARIFF REFORM IN JAPAN.

POLITICAL PARTIES AGREE TO A COMPROMISE.

TOKYO, February 17th.

Last night the Kenseikai and the Seiyuhonto (political parties) agreed to a compromise on the Tariff Reform Bill, which virtually results in there being no dissolution of the Diet.

JAPANESE MILLS.

QUESTION OF WORKING HOURS.

LONDON, February 17th.

Replying to questions in the House of Commons, Sir Arthur Steel Maitland, Minister of Labour, said that statistics showed that the working hours in cotton mills in Japan in 1924 averaged nine-and-a-quarter hours, with two shifts daily.

Mr. T. Johnston (Labour) suggested that Japanese machinery was running twenty-two hours daily, and he asked whether the Government had refused to invite Japan to the International Conference dealing with the eight-hour Convention and whether it proposed to boycott the country whose goods were produced in violation of the Washington Convention.

Sir Arthur Steel Maitland said that he was unaware that mills were working twenty-two hours, but if Mr. Johnston had fresh information he would be glad to get it. As regards a conference, the Minister pointed out that they aimed preliminarily to get some agreement between some of the principal countries, after which it would be practicable to proceed to other countries.

[BRITISH WIRELESS SERVICE.]

A PRELIMINARY CONFERENCE.

RUGBY, February 17th.

Sir Arthur Steel Maitland, Minister of Labour, was asked in the House of Commons why Japan had not been invited to the forthcoming International Conference in London on the subject of the eight-hours day. Sir Steel Maitland said that the only reason why this preliminary conference was limited to the number of countries which had been invited was that, if an agreement was to be ultimately reached among a large number of countries the best way to success was to see whether some of the principal countries could first come to an agreement among themselves. That, obviously, would be more practicable than to proceed with the whole of the thirty or forty countries in the first instance.

The Minister added that the Conference, which consists of Ministers of Labour of the various countries, would begin on March 15th.

[THROUGH REUTER'S AGENCY.]

SINGAPORE BASE.

ADMIRALTY NOT TO REDUCE COOLIES' WAGES.

LONDON, February 17th.

In the House of Commons, questioned regarding the demand of the Singapore Rubber Plantation Company that less wages should be paid to the coolies employed at the naval base on the ground that it was tending to raise the cost of local coolie labour Mr. J. C. C. Davison said that the information received showed that the wages of Admiralty employees exceeded those of the plantations, but, considering the different nature of the work, the Admiralty was not convinced that there was sufficient ground for reduction.

MONGOLIA AND SOVIET.

DELEGATION REACH MOSCOW.

MOSCOW, February 17th.

A delegation from the Mongolian Government, headed by the Vice-President of the Council, has arrived here to investigate the possibilities of an economic and cultural rapprochement between Mongolia and the Soviet Government.

LOCAL SPORT.

ROYAL HONGKONG GOLF CLUB.

ADAMSON CUP (1928).

Second Qualifying Competition:—
R. F. Gardiner..... 85—22=63 qualifies.
Other scores:—
W. McKay 94—18=76
C. A. Grimes.....102—24=78

SHEK-O GOLF.

On Sunday last a nine-hole mixed foursomes competition was played at the Shek-O Country Club. The winners were Mr. and Mrs. Allan Cameron with a score of 43—10=33. The next best card was returned by Mrs. Winslow and Mr. Harrison, 45—3=42.

HOCKEY.

The following have been selected to represent the Club against the Army at the U.S.R.C. at 5.15 p.m. on Monday, 22nd February, in the last Shield match of the season:—P. W. F. Mills, C. H. R. Oxlade, C. L. R. Becher, A. S. Hett, E. J. R. Mitchell (captain), Rev. E. W. L. Martin, H. Owen Hughes, W. Woodward, G. P. Lammert, J. E. Noronha and B. D. Evans.

The Shield will be presented to the Navy (this year's winners) immediately after the match.

CLUB DRAW WITH R.A.

At the U.S.R.C. on Wednesday evening the Hongkong Club and the R.A. drew, the score being one each.

Lammert scored for the Club and one of the native ranks scored for the Artillery.

The teams were:—

Club.—S. H. Garrod; C. H. R. Oxlade, C. L. R. Becher; L. P. Ralph, E. J. R. Mitchell (captain), E. F. Stewart; D. Lyon, W. Woodward, G. L. Lammert, J. E. Noronha, G. R. Vallack.

H.K.S.R.A.—Sergt. Clark (goal); Lt. Smith (right back), Capt. Parkes (inside right); other positions filled by native ranks.

FANLING HUNT.

Saturday, 20th.—Hounds will meet at Sheung Shui Police Station at 2.45 p.m.

Sunday, 21st.—Hounds will meet at Lok Ma Chau Crossroads at 11 o'clock.

FOOTBALL.

K.F.C. TEAMS.

The following teams have been selected to represent the Kowloon Football Club to-morrow:—

1st XI. *v.* H.M.S. *Titania*.—Kowloon ground. Kick-off at 4.30 p.m. (friendly):—Avery; Read and McKelvie; Turner, Sims and Sibley; Taylor, McBride, Linaker, Caveille and Waterfield.

Reserves *v.* Surrey Drums.—Kowloon ground. Kick-off at 2.45 p.m. (league):—Vickers; Guest and Knight; Street, Brown and Ollier; Morris, Spary, Millard, Pasco and Miles. Reserve: Eastman.

[THROUGH REUTER'S AGENCY.]

FOOTBALL AT SHANGHAI.

SOUTH CHINA DEFEATS EAST CHINA.

SHANGHAI, February 18th.

In a football match at Shanghai to-day, South China defeated East China by eight goals to two.

LADIES' NIGHT.

PLEASANT EVENING AT Y.M.C.A.

A very pleasant and enjoyable function was held at the European Y.M.C.A., Kowloon, last evening, this being the second ladies' night arranged by the social committee of the Y.M.C.A.

The first function of this kind held in January proved so popular and welcome to both sexes that the members decided to hold a ladies' social gathering once every month.

Last evening's social proved just as delightful as the previous one and there was again a very gratifying attendance of members of the Y.M.C.A.; while the fair sex were also well represented.

An excellent programme had been arranged by the social committee including songs by Capt. Thompson, Mrs. Davis and Mrs. Robson; and humourous numbers by Messrs. Grenham and Burrows. Mr. Cooke also provided a pleasing interlude in the programme with his "paper artistry" contribution.

During the evening light refreshments were served and there was also a novel song competition, which proved both entertaining and amusing.

Next Thursday at 8.30 the keenly anticipated Mock Trial will be staged at the European Y.M.C.A., and is sure to prove witty and amusing. The trial is expected to occupy about three hours; hence the reason of the earlier start.

DANGEROUS GOODS.

DELINQUENT FINED AT CENTRAL MAGISTRACY.

At the Central Magistracy yesterday before Major Willson, a Chinese was charged with keeping dangerous goods on board the steam launch *Hau Hoi*.

Sub-Inspector Shannon said that he found on board a tin of kerosene which was wrapped in an old sack, and a number of people were sitting near the package smoking. He emphasised the extreme danger of such carelessness, and cited a serious accident which occurred on the *Nam Hoi*.

Defendant was fined $25 and the oil was confiscated.

MISS O'KEEFE'S PUPILS.

DELIGHTFUL DANCING DISPLAY AT THE THEATRE.

There was a good attendance at the Theatre Royal last evening when a dancing display was given by Miss Daisy O'Keefe's pupils.

The programme was a delightful one, and if there were occasional faults they were such as were scarcely noticeable.

The dresses in all the numbers of the programme were artistically designed and very pretty.

The first scene, Weber's, "Enchanted Garden" was one of sheer beauty. Miss Daisy O'Keefe as the enchantress was particularly good in her dancing. A pretty effect was given to the charming dresses by the pale blue light which was deflected on to the stage. Those who took part were K. McElderry, R. Lam, D. Henderson, G. Smith, P. Trevelyan, A. Mackenzie, M. Gubbay, M. Lane, Edith Mead, Winnie Henderson and Miss O'Keefe.

Very delightful, too, was Greig's "Dutch Dance" performed by Muriel Gubbay and Dorothy Henderson. The two little girls were natural in movement and expression, and accomplished their task effectively, exhibiting all the joy of happy childhood.

Winnie Henderson is a very accomplished and graceful dancer, and her performance of Chaminade's "Pierette" was worthy of an older artiste. Those present were not slow to appreciate this child's remarkable talent.

Lizst's Hungarian Rhapsodic, No. 2, was performed by G. Smith, M. Netrousoff, F. Dunn, D. Stone, G. Razavet, E. Mead, C. Smith, R. Judah, M. Bryson, K. Bedford, Miss O'Keefe. Garbed in brightly coloured Gypsy attire, each one with a tambourine, they made a very effective scene of care-free gladness and jollity and the varied movements of this dance were done to perfection.

Tchaikowsky's "La Poupee," made a nice scene. D. Henderson was an ideal little fairy doll, but M. Gubbay, as a Japanese doll, K. McElderry, Chinese doll, and M. Lane, Arabian doll, were no less effective. The make-up of the dolls was also very good. W. Henderson made a perfect Golliwog, and the soldier dolls, M. Bryson, E. Mead, P. Trevelyan and R. Lam, carried out their parts well.

Winnie Henderson and Peggy Trevelyan gave a Coster's Dance, very cleverly, and Marion Bryson in a solo dance, "Irish Jig," made a perfect daughter of the Emerald Isle.

Undoubtedly the most difficult item was the study in eurythmics performed by G. Smith, M. Netrousoff, F. Dunn, R. Razavet, D. Stone, C. Smith, K. Bedford. It was very well done and as the curtain fell after various episodes, the dancers posed with remarkable effect. Here again the dresses were remarkably pretty.

CARNIVAL.

Winnie Henderson and Alison Mackensie, garishly garbed and swaying varicoloured balloons tied to their wrists, entered with spirit into the gaiety of the "Carnival." As they danced streamers thrown down from above, trailed around them, heightening the carnival scene. The little dancers captivated the audience to such an extent that they had to repeat their performance.

Peggy Trevelyan did well in a difficult solo dance from Chopin.

Valse Triste, one of the most popular of Jean Sebelins' lesser compositions, was performed by Miss O'Keefe. It is a weird and sad thing and the story extremely difficult to portray in a dance. But to those who knew the story, Miss O'Keefe's protrayal was excellent. She glided and swayed rhythmically and effectively, and was enthusiastically applauded at the conclusion.

A BEAUTIFUL SCENE.

The last two dances, Chopin's Polonaise and Tchaykowsky's "Christmas," were undoubtedly the most beautiful of all the performances. The artistes were M. Netrousoff, G. Smith, C. Smith, M. Bryson; Messengers, A. Mackenzie and D. Henderson; Solcist, Edith Mead; Fairy God Mother, Winnie Henderson.

Though in the other performances the dresses were charming, in none were they so effective as in this last item. A. Mackenzie and D. Henderson were assuredly two pretty, graceful little messengers. In rhythm and movement M. Netrousoff, M. Bryson, E. Mead, and G. and C. Smith were perfect, but more effective than any was Winnie Henderson. Her dancing was indeed delightful. As the white-garbed group danced, confetti was thrown from above, and fell twirling and twisting around them on the stage. It could almost be believed that it was really snowing.

Mrs. S. Minnie sang three songs. She has a beautiful soprano voice, which it may be hoped will be heard more frequently in public.

The whole programme was delightful and the Theatre Royal should be crowded on Saturday night when another performance is being given. The proceeds are in aid of Earl Haig's Fund.

WEATHER REPORT.

Last night's weather report's forecast and remarks by the Royal Observatory said:—

The anti-cyclone has strengthened slightly over East China and has weakened over Japan. Moderate monsoon may be expected along the South East Coast of China and over the Northern China Sea.

Local forecast:—N.E. winds, moderate, fair.

LEIPZIG WORLD FAIR.

INTERESTING FILM AT THE QUEEN'S THEATRE.

There was a surprisingly large attendance at the Queen's Theatre yesterday morning, when Mr. M. Rohn showed a six-reel film describing the Leipzig World Fair. Amongst those present were a large number of the Colony's business men.

The film gave a detailed portrayal of the "Fair" from its insipience up to its present dimensions, and statistics given showed that it was a powerful, international, and possibly a world-wide organisation.

Fourteen thousand exhibitors and 180,000 visitors were present at the Leipzig Spring Fair of 1925. Of these 18,000 were foreigners whose attendance testifies to the international, the *World Fair* character of the institution. 100 Fair palaces and halls both in the city and on the Fair exhibition grounds (of 120,000 sq. metres) guarantee of extraordinary wealth and variety of the exhibits. In several branches their number is many times greater than in any of the other largest world fairs and in specialized sections it has not been approximately reached even by special fairs. The organizing apparatus is supported by century-old and unbroken tradition. This organization ensures the smooth course of every Fair and business success for every visitor. It also carries on advertisement for all interested in every quarter of the globe and that in a way that no individual firm could ever do and that other fairs with not so many visitors could not bring to such perfection.

It offers twice annually a survey of the entire German and a considerable part of the foreign-made industry.

Leigzig fulfils the primary qualification of a Fair town, it occupies a central position easily reached from all sides. In the old days of the coaching roads, in the days of the railway (Leipzig possesses the largest station in Europe), and now in the age of the aeroplane, Leipzig has always been and still is a traffic centre of the first order. It is also within easy reach of the most attractive spots in Central Germany, Dresden, Berlin, and Weimar, as well as the beautiful mountains of Central Germany with their world-famed spas (Bad Elster, etc.). During the Fair the normal connections are further improved by special trains and the special air service of the Deutschen Aero-Lloyd and other six service firms.

Traffic and trade have completely altered the old picture of the town. Formerly the goods fairs were held in the old "Handelshöfe," but now they are held in "Fair Palaces" with their model practical arrangement.

EXHIBITION OF FAR EAST PRODUCE LIKELY.

Mr. Rohn is the representative of the Leipzig Fair for South China and Hongkong. He is going to Leipzig in a month or so, and will return in the Autumn to carry on the work of propaganda, organising interest in the Commercial possibilities of the Fair.

The Leipzig Fair is a permanent organization, and it is hoped to arrange a permanent exhibition of Far East produce.

THE QUEEN'S THEATRE.

Following the successful run of "Charley's Aunt" at the Queen's Theatre—a picture which resulted in the house being crowded at practically all performances from Sunday, when it opened, until Wednesday night, when it concluded—a change in the programme was made yesterday.

The feature of the programme presented yesterday, and which will continue until to-morrow (Saturday), is the screening of Larry Semon in "The Wizard of Oz," a film which makes the impossible possible and has an added attraction of being new and novel.

In fact there is nothing but novelty, wonderful surprises and unexpected incidents all through it, and, unnecessary as it is to add where Larry Semon is concerned, it abounds with laughter-provoking situations and contagious humour. "The Wizard of Oz" is a fantastic fairy tale in the course of which a mean old farmer and his niece, who is the heroine, are transported to the magic land of Oz where they meet with all manner of queer and highly diverting adventures.

On Sunday that favourite screen actress Mae Murray is the star performer in "Mademoiselle Midnight."

A JAPANESE TENOR.

RECITAL IN LONDON.

A note writer in a London paper says: I have heard the title-role in "Madame Butterfly" sung beautifully, as well as most appropriately, by a Japanese *prima donna*, but a recital by a Japanese tenor at the Wigmore Hall was quite a new experience. Mr. Fujiwara—the name is superbly aristocratic, and the only analogy I can think of would be for the next new English tenor to call himself Mr. Plantagenet—mostly sang Italian songs. Though his voice has much of the true tenor quality, as we of the West know it, the quarter-tones which exist in the music of his native land were doubtless responsible for his tendency to sing rather flat. His groups of Japanese songs were interesting, but had obviously been "occidentalised."

MEMORIES OF OLD LONDON.

MAN WHO SAW THE CHARTISTS "RAID" THE COMMONS.

A romantic story of old London was told to an *Evening Standard* representative last month, by Mr. Frank Davies, of The Laurels, Cambridge-road, New Malden. He is 96 years of age, and is still hale and hearty. He has never been seriously ill, beyond an attack of Asiatic cholera during the visitation of 1852.

"A great deal of the London we know to-day was fields and pasturelands during my early days," said Mr. Davies.

"I am probably one of the oldest racing men in England, for my first acquaintance with race meetings was at ten years of age, when I accompanied my father, a whipmaker, to the race-course. In those day race meetings were held near the Old Kent-road and at Peckham and Eltham.

BIG FIGHT RECALLED.

"I soon got acquainted with many of the racing and sporting men of that time. I remember the big fight between Sayers and Heenan at Farnborough. The tree near which the fight took place is still to be seen at Farnborough Meadows.

"Heenan really won the fight. He had Sayers on the ropes, but my friend Jimmy Walsh cut the ropes, and both men fell out of the ring. Heenan was so annoyed that he gave Walsh a kick which he remembered for many a day.

"On another occasion I saw Walsh himself brought home with broken ribs after a fight. In those days they used bare knuckles, and were not too particular in other ways.

JENNY LIND AND GRIMALDI.

"I heard Jenny Lind creating an immense sensation by her singing at Covent Garden 75 years ago. Then I saw Joey Grimaldi, the funniest clown of his time, who jumped and tumbled about and talked in a most side-splitting fashion. Then again old Tom Barry, a favourite clown at Ashley's, used to dress up and be drawn in a big washtub by six swans from Vauxhall Bridge to Westminster.

"What really happened was that a man rowed ahead in a boat to which the washtub was attached by a long rope, and while Barry lashed the swans with coloured ribbons, the whole lot were really being dragged along by the boatman.

"I saw some of the earliest balloonists make their ascents in this country. Green, for instance, used to go up in his great Nassau balloon from Vauxhall Gardens. On one occasion he carried a pony attached to the basket of the balloon, and was fined for cruelty.

WHEN THE THAMES WAS ON FIRE.

"Nearly seventy years ago I saw the Thames on fire. There was an outbreak at Tooley-street, and the blazing fat flowed into the water, where it continued in flames for some time.

"The fire spread among the warehouses and lasted for nearly three weeks, until it became quite the fashion to say, 'Let us go to the fire.'

"In 1841 I saw the historic fire of the Tower of London. More tragic still, however, was the fire in the Exeter Theatre in 1880, when 'Romany Rye' was being played, and nearly 300 lives were lost.

"I remember also seeing the Thames frozen over so that all shipping and important traffic had to be stopped near the Thames estuary. I walked across the ice from Bankside, S.E., to Queenhithe.

RAID ON THE CHARTISTS.

"I remember a big raid on the Chartists at the Angel, Webber-street, where the police found a number of spears, swords, and other weapons.

"Then there was a big meeting at Kennington Common on April 10th, 1848 which I saw. The mob, after some red-hot speeches, marched about six abreast, with bands playing on horseback, and accompanied by two vanloads of petitions. Just as they reached Westminster Bridge on the way to raid Parliament they were met by a body of police, who drove them down Belvedere-road and scattered them."

Mr. Davies has no secret recipe for longevity, but pins his faith on fresh air and a simple diet. He has been a total abstainer for the last sixty years.

SILK AND "STUFF."

SARTORIAL ETIQUETTE IN COURT.

A Legal Correspondent writes in a London paper:—An interesting point which touches the sartorial customs of the Bar is being discussed in legal circles at the moment. As everybody knows, the main difference between the gown of a King's Counsel and the gown of a junior barrister is that the former is made of silk and the latter of "stuff." In addition to his silk robe, the King's Counsel has also one known as a "mourning" gown, made of tougher material, and originally intended to be worn only on occasions indicated by the name. For reasons into which economy largely enters, there has grown a fairly common practice of wearing the "mourning" gown in the High Court and the Court of Appeal, and reserving the more fragile silk robe for appearances before those august tribunals, the House of Lords and the Privy Council. The attention of the Bar Council has been drawn to this practice, and their opinion invited. That opinion is non-committal. While, they say, the silk gown is the correct wear for a King's Counsel in every court, except when the Court is in mourning, or when the counsel personally is in mourning, the wearing of the mourning gown in the High Court and the Court of Appeal has become habitual with many leaders, and "no objection is ever made."

To the layman unhampered by the dictates of fashion and usage these may appear insignificant matters for concern, but in a profession permeated by custom and tradition, and intensely jealous of its privileges, they are by no means considered "stuff and nonsense."

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BIRD ISLAND.

MILLIONS OF BIRDS.

Writing to a friend in Brisbane, a tourist describes Bird Island, in the Banda Sea, approaching Borneo: "A notice was posted in the saloon stating that the ship would pass Bird Island at 2 p.m. The passengers were all on the lookout at the appointed time. The island is a huge cone rising abruptly out of the sea, and is an extinct volcano. As they neared the island they could see the lava formations and the old crater. The island is inhabited only by sea birds. Two rockets were fired from the ship, and the detonations frightened the feathered inhabitants, who rose into the air with a mighty fluttering of wings. Their flight from the island was a wonderful spectacle. Millions, apparently, of birds of all colours arose and, utterly ignoring the traffic laws of the air, flew over the sea in all directions."

My experience is that those who look for trouble can always get it.—*Mr. J. H. Thomas, M.P.*

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SUPERSTITION IN FRANCE.

THE CASE OF MME. MESMIN.

A RELIGION OF DAMP.

PARIS, January 9th.

It is at first sight surprising that in France, the country of clear, logical, and realistic thinking, such a survival of superstition should be possible as that which inspired the flagellation of the curé of Bombon. When the case is examined, it may be found, to be sure, that, once granted their fantastic premiss, there was a perfectly consistent logic in the reasoning of the dozen fanatics who travelled all the way from Bordeaux to tie the unfortunate priest to the floor of his church and take turns to flog the demon out of him while the others knelt around and prayed. He was possessed of a devil, whose spells found their way right across France to inflict physical torture on the reverend mother of their religious association—an association unauthorised by the Church, indeed, but still commanding an enthusiastic devotion from its members.

It is no less remarkable that the parishioners of the curé, in a village not half an hour from Paris and adjoining the chateau which was the French army headquarters during the war, should have been so terrorised by the mere word "sorcery" that not one of them intervened to stop the outrage until the gendarmerie appeared upon the scene.

To understand this attitude of mind, the central fact of French society must be remembered. France is a nation of peasants, and, however open-minded her urban civilisation, she remains attached to the soil and to the primitive beliefs which spring from the soil. All those who have had to do with savage races know that one of the most constant of those primitive beliefs is that pain and death are never the result of natural causes, but always of a spell cast by some malignant enemy. So it is in this case.

"NOTRE-DAME-DES-PLEURS."

Marie Mesmin lives in a very damp house in a very damp suburb of Bordeaux. She has a statue of the Holy Virgin, and the condensation of the damp upon it persuaded many of the credulous to believe that on several occasions it wept real tears. This miracle enabled her some years ago to found her sect of Notre-Dame-des-Pleurs. The damp also gives her rheumatic pains, and as these must have a supernatural origin, they are attributed to the Abbé Desnoyers, who had, some time since, been called in to exercise the evil spirit which afflicted her, but evidently had not done so, for the pains have increased, and he must have put a new and more powerful spell upon her instead of taking one away. Madame Robert, the widow of an officer recently killed in Syria, also attributed her husband's death to the sorcery of the abbé, and herself took part in the flagellation.

It is now recalled that certain members of the sect made a similar attack at Nantes, five years ago, upon a Syrian prelate who had not shown sufficient faith in the aforesaid miracle, and it was at this time that the Archbishop of Bordeaux forbade the faithful to frequent the chapel of Notre-Dame-des-Pleurs, or to have any relations with the sect—a prohibition which, by the way, does not appear to have prevented a certain Father Clemens attaching himself to the organisation. In fact, it is suggested by the members of the sect that the Abbé Desnoyers himself, no less than the Syrian archimandrite, began by pretending to be a follower in order to try to obtain control of an organisation which was not without its material rewards.

THE WERE-WOLF OF UTTENHEIM.

This outrage upon the Abbé Desnoyers is not the only recent instance of the belief in witchcraft surviving to our time. It was only in November that the garde-champêtre, or village policeman, of Uttenheim, near Strasbourg, was tried for shooting dead a boy, who had mischievously worked upon his belief that he was haunted by animals with human faces. He knew that the boy was playing tricks upon him, but declared his conviction that, by means of sorcery, the lad had acquired the power of turning himself into the forms of other animals—the were-wolf, in fact—and the whole village believed him.

However, these are the delusions of peasants. What is most astonishing is that there are plenty of town-dwellers who are equally credulous. We had only a few weeks ago the supposed ghost in the cottage at Ronquerolles, which attracted hundreds of the curious from Paris by motor-car and on foot, and turned out to be merely another mischievous boy—who, by the way, has just been forbidden by the Prefect of Police to turn the advertisement and his supposed talents as a ventriloquist to account by appearing on the music-hall stage. Last year a similar ghost brought temporary fame to Ardon, a village in the Ardennes, until a doctor discovered that the whole thing was the invention of an hysterical woman who suffered from chronic rheumatic pains and auto-suggestion, which he easily cured by hypnotic means.

This very week a number of credulous people in Paris are being moved by the case of a certain Madame Picquart, a medium, who was convicted of having stolen certain articles from a house where she was employed as a daily dressmaker. After having first denied that she took them, she now pretends that she must have done so under the influence of a spell cast upon her by some enemy, and many kindly spiritualists believe the story, and have appeared as witnesses in support of the appeal which she has made against her conviction, but which has ended in merely confirming it.

DARKEST ALSACE.

The belief in the power of sorcery, and in fact in Satanism, is, however, another matter. To outward appearance dead, it has survived from the Middle Ages in many dark corners of Europe, especially among peasants, and its ritual, apparently forgotten, has been secretly preserved. Maurice Barrès knew something of its hold upon the imagination of the peasants of Alsace, demonstrated again by the

(Continued on next column.)

HOW TO BRIGHTEN ENGLAND.

ARCHITECT'S VIEWS.

Attempts are being made to "brighten" England, as evidenced by the decision to use a coloured concrete for the erection of houses and the erection of a pink concrete bridge on the Dalemain road between Penrith and Ullswater.

Mr. P. Morley Horder, an architect, of Arlington Street, S.W., writes: At the risk of being considered hopelessly old-fashioned, I consider that England is not only bright enough but also beautiful beyond all dreams, and the only concern of the true "brightener" is to try to prevent the people of England from expressing their "brightness" on every hillside in vulgarity of bricks and mortar.

A journey out of London is a revelation of all the hideous untidiness of modern conditions, and it is difficult to find within 30 miles of London any bright and unspoiled spot where the vulgarities of modern existence are not rampant.

MACHINE-MADE COTTAGES.

The real problem is that the majority of people have lost the power of appreciating the true beauty of England and defile it with hideous machine-made cottages, advertisements, and motor-spirit stations with their glare of scarlet and orange. There is not the slightest reason why these necessary adjuncts of civilised life should not be interpreted in natural and beautiful designs, and a community who want "brightness" in the truest sense must have the educated observation to protest at any vulgarity in the expression of these necessities.

I have seen quite beautiful cottages and bridge designs in concrete, and there is no reason why this material, rightly used, should not be beautiful; there is also no economic reason why the materials which nature has supplied to suit the different districts in England should not be made available if ordinary business methods were adopted for procuring them.

Why adopt Norwegian types of cottages when there are numerous examples of simple English boarded cottages which have stood for at least 200 years and are still comfortably inhabited? Why not standardise a Kentish boarded cottage with a simple stone or brick base instead of standardising an inhuman steel house? Why sacrifice our heritage of beauty on the unworthy altar of machine-made architecture?

Again, why is the successful business man allowed to impose his particular type of house on the community and assume that his formula is the most suitable for human beings to live in? How would he like to live in the machine-made cottage?

SUBURBAN DEPRESSION.

All these questions demand only one answer. The country cannot be brightened until the community regain some of their joy in its beauty and feel it is a privilege to live there—until they are jealous of everything that brightens it in a strident way. The modern suburb has adopted every device forcibly to brighten its existence with variety of building and advertisement and "new art," and the result is the most appalling depression, and its untidy tawdriness creeps further and further out into the real country. Where is it to end?

Education of the real resourceful kind and of people's neglected sense of beauty and fitness is the only real method of brightening—a brightness which will worthily match the brightness and beauty of the English countryside.

recent were-wolf case, and used it in his books, especially in "La Colline Inspirée." Huysmans found in the Abbé Boullan an adept who initiated him into some of the mysteries, which helped to supply the material for his book, "Là-bas." In this sceptical, scientific, and common-sense age there are still some whose lurid fancies take them this way. They may be mad, but it is with a very thorough method.—*The Observer.*

TALKING WITHOUT WORDS.

[BY A CORRESPONDENT IN THE "MANCHESTER GUARDIAN."]

Addressing the International Theatre Society recently, Mr. G. K. Chesterton sang the praises of dumbness, declaring that if he were writing a Utopia he would describe one in which language would be entirely abandoned and people would talk in gestures.

I wonder if he realises what a large number of men—and even women—already do talk without words. Down in Sicily and Southern Italy, for instance, the peasants gabble away fluently, when they do not wish to be overheard, in a kind of deaf and dumb language in which, however, not merely fingers but eyes, head, body, and feet all are brought into play. It is really fascinating to pick up, if you have the luck to persuade a local priest or doctor to reveal it. It is spoken so quickly that for a long time it will be as difficult for you to understand as is quickly written Chinese script to a student of copybook Chinese. I have seen hawkers in Petticoat Lane speeding up speech by shouting quite a long chunk of Yiddish without once closing their mouth. These Southern compatriots of Mussolini go one better. They can, and do by means of various gestures of the limbs and contortions of the features, say three or four things simultaneously—a performance that cannot but rouse the envy and admiration of Mr. Chesterton. I did not learn much of the silent language in Sicily, but I picked up several nice words. "No" is raising the chin slightly and pushing out the underlip. It can be done so inconspicuously as to be almost imperceptible. A more emphatic "No" is conveyed by at the same time raising the right hand to your chin, with the knuckles outward and fingers slightly bent, and scratching under the chin for a moment. "Go to-day" can be spoken simultaneously by using both hands. With the right hand you say "to-day" by closing all but the first finger of the right hand, pointing that downward, and moving the hand quickly up and down; and with the left hand you say "go" by holding it palm perpendicular to the ground and shaking it up and down, stretched slightly toward the direction in which you wish your companion to go. How this silent tongue incensed the police sent South in the troublous political days of 1860, and doubtless annoys Mussolini's henchmen to-day! All sorts of rumpuses can be plotted right under the noses of eavesdropping detectives without their being any the wiser.

The Italian Camorristas, too, had a secret language without words; they had a certain sort of cat's mew to warn comrades that the police were coming and a certain sort of raucous cockcrow to summon scattered members of the local gang for an ambush.

Police detectives in nearly every big city in the world use a code of natural gestures for talking to each other in public places about a suspect without his knowing it. Its use is seldom general, but two or three men frequently working together devise a code for themselves. A very effective one, common in Paris, Marseilles, Munich, and other Continental cities, consists of fidgeting in various ways with your glass of beer, as you sit at a café table, now with this hand, now with that. Two or three years ago a Canadian Board of Health inspector from Montreal tried to sell to the New York police force a very full system of inconspicuous speechless speech, which he termed "The Language of the Eyes." Whether or not he brought off the deal I don't know.

How many people know that the signal for the Indian Mutiny itself was given by speechless speech. Shortly before the outbreak, certain mysterious *chupattis* (flat loaves of bread) were swiftly passed from village to village, to tell them to be ready. The Taipings, who rebelled against the Manchu dynasty in China, in the middle of last century, talked to each other without words in an elaborate code that would delight the Chestertonian mind. The ways they put down their umbrella, manipulated a bowl of tea, parked their shoes, touched their pipes, and crossed the street all meant something. A Taiping would stop, for instance, at an open-fronted pottery shop which, without the owner knowing it, had been chosen as the rendezvous of the local plotters. According to the nature, colour, and size of the various pieces of porcelain and earthenware that he picked up and put down again, casually examining them, to all seeming, with a view to purchase, he conveyed all sorts of information to fellow-conspirators with whom it was more circumspect to appear not to be acquainted.

Talking without speech is, of course, commonly used on race-courses, among gangs of cardsharpers on land and sea (always sit with your back to the wall, so that nobody can stand behind you, see your cards, and signal by gesture, when you are playing cards for a money stake in a ship's smoking-room), in saleerooms, and in the streets outside Stock Exchanges. One of the most extraordinary city spectacles I have seen anywhere in the world is the violently gesticulative speechless speech passing between high office windows in Wall Street, New York, and the kerbstone dealers down below, informing them of sudden price fluctuations and such-like matters.

(Continued on next column.)

S.S. "PORTHOS."

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Optional Cargo will be forwarded on unless Intimation is received from the Consignees before 9.00 a.m., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 23rd instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Friday, the 26th instant, or they will not be recognized.

All damaged Packages will be examined on Tuesday, the 23rd instant, at 10 a.m., by Messrs. Goddard & Douglas.

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H. BODENFURER,
Agent.

Hongkong, 17th February, 1926. [3206

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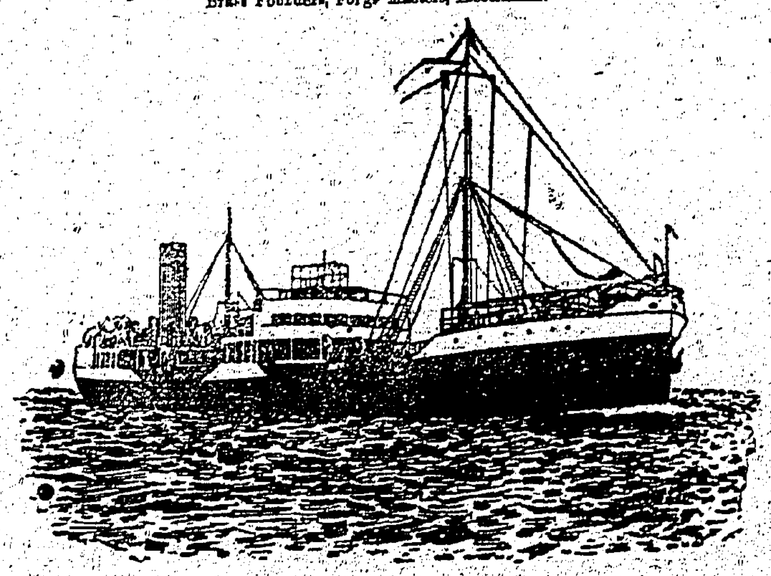
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SHIPPING NEWS

ARRIVALS.

February 17th.

Chihli, British str., 1,143 tons, Capt. R. Kettlewell, from Tsingtau, with a cargo of salt, lying at Yaumati.—B. & S.

Pembrokeshire, British str., 4,968 tons, Capt. L. Nowing, from Karatsu, with a general cargo, lying at buoy No. A4.—Jardine, Matheson & Co.

February 18th.

Apoey, British str., 1,776 tons, Capt. Wm. Anderson, from Saigon, with general cargo and rice, lying at buoy No. A8.—Wo Fat Shing.

Chinhua, British str., 1,353 tons, Capt. J. Beck, from Bangkok, with a general cargo, lying at buoy No. C36.—B. & S.

Danmark, Danish motorship, 8,391 tons, Capt. C. Kinidsen, from Singapore, which port she left on February 12th, with 360 tons of general cargo, lying at Kowloon Wharf.—John, Manners & Co.

Kendal Castle, British str., 3,970 tons, Capt. Petrie, from Manila, with a general cargo, lying at Laichikok.—Dodwell & Co.

Toyooka Maru, Japanese str., 7,097 tons, Capt. J. Tsuji, from Bombay and Singapore, the former port she left on February 1st, with 273 tons of general cargo, lying at Kowloon Wharf.—N.Y.K.

Zosma, Dutch str., 4,040 tons, from Manila, with a general cargo, lying at Kowloon Wharf.—J.C.J.L.

CLEARANCES.

February 18th.

Danmark, for Shanghai.
Dozan Maru, for Keelung.
Empress for Australia, for Shanghai.
Gascoyne, for Singapore.
Hydrangea, for Kwang Chow Wan.
Kasara, for Tourane.
Kiangsu, for Bangkok.
Lee Sang, for Hoihow.
Macassar Maru, for Moji.
Pembrokeshire, for Singapore.
Sekkow Maru, for Saigon.
Sui Fang, for Shanghai.
Tilawa, for Singapore.
Toyooka Maru, for Shanghai.
Zosma, for Shanghai.

HONGKONG SHIPPING.

Yesterday's shipping statement showed that the number of vessels in the harbour at 9 a.m. was 82 of which 40 were British.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday numbered seven, *viz.*, four British, one Danish, one American and one Japanese. There were twelve departures over the same period, including two for Swatow and three for Kwang Chow Wan; with four clearances.

CARGO ENTERED.

(During 24 hours ended at 9 a.m. yesterday).

For Hongkong 8,781 tons.
For ports beyond 34,688 ,,

Total 42,976 ,,

(During previous 24 hours ended at 9 a.m. on Wednesday).

For Hongkong 10,435 tons.
For ports beyond 7,712 ,,

Total 18,147 ,,

Of the cargo entered for Hongkong, no less than 6,666 tons were carried by British vessels. The heaviest entries were also by British vessels, namely 2,900 tons and 2,200 tons; the next best being 1,566 tons by a British vessel and 1,412 tons by an American steamer. A feature of the returns was the entry of 12,000 tons for ports beyond by the East Asiatic Company's new motorship *Danmark*; and 10,888 tons, also for ports beyond by a Japanese vessel.

The arrivals for the 24 hours ended at 9 a.m. yesterday were as under:—The s.s. *Sui Sang* (British) from Calcutta and Singapore with 1,566 tons of general cargo and mail and 1,000 tons for ports beyond; the s.s. *Pembrokeshire* (British) from Karatsu with a *nil* entry for Hongkong, but 6,300 tons of beans and 120 tons of other cargo for ports beyond; the s.s. *Apoey* (British) from Saigon with 2,100 tons rice, 800 tons of general cargo and mail; the s.s. *Chihli* (British) from Shanghai and Tsingtao with 2,200 tons of cargo; the m.s. *Danmark* (Danish) from Copenhagen and Singapore with 300 tons of general cargo and 12,000 tons for ports beyond; the s.s. *West Chopaka* (America) from Los Angeles and Shanghai with 1,412 tons of gasoline and kerosene and sundries and 4,057 tons of similar cargo for ports beyond and the s.s. *Toyooka Maru* (Japanese) from Singapore with 373 tons of general cargo and timber and 10,888 tons for ports beyond.

Later arrivals, too late for entry in the above returns, included the s.s. *Porthos* (French) from Marseilles and Saigon with cargo and mail.

SHIPPING NOTES.

Deck passengers entered for the 24 hours ended at 9 a.m. yesterday only totalled 34.

The latest and biggest of the East Asiatic Company's fleet of motorships, the *Danmark*, arrived in port yesterday morning. Reference to this new addition to the Company's fleet was made in the *Daily Press* yesterday.

WITHIN CALL.

The following vessels are expected to be in wireless communication with Hongkong to-day:—

President Taft, Karmala, Khiva, Tango Maru, Tilawa, Macassar Maru, Kiangsu, Hop Sang, West Chopaka, Taikwa Maru, Devawongse, Kut Sang, Tyndareus, Amakusa Maru, Porthos, D'Artagnan, Talma, Song Bo, Telemachus, Bandoeng Maru, Hin Sang.

VESSELS EXPECTED.

Empress of Asia (C.P.S.), due February 26th.
Benmohr (Ben Line), due February 25th.
Karmala (P. & O.), due to-day, about 6 a.m.
Khiva (P. & O.), due to-morrow about 9 a.m.
President Taft (Dollar), due to-day, about 10 a.m.

VESSELS IN DOCK.

The following vessels are in Dock:—

Kowloon Dock.—Passet, Tangistan.

Taikoo Dock.—Huichow, Chenan, Sun Ning, Kueichow, Anhui, Chunghing, Kaying.

Cosmopolitan Dock.—Ling Nam.

At Kowloon Bay.—Haifoong, L. Onawa, Sun On.

SUNRISE AND SUNSET IN HONGKONG.

FOR FEBRUARY, 1926.

(STANDARD TIME OF THE 120TH MERIDIAN, EAST OF GREENWICH).

Date.	Sunrise.	Sunset.
February 19th	6.53 a.m.	6.22 p.m.
,, 20th	6.52 ,,	6.22 ,,
,, 21st	6.51 ,,	6.23 ,,
,, 22nd	6.50 ,,	6.23 ,,
,, 23rd	6.50 ,,	6.24 ,,
,, 24th	6.49 ,,	6.24 ,,
,, 25th	6.49 ,,	6.25 ,,
,, 26th	6.48 ,,	6.25 ,,
,, 27th	6.47 ,,	6.26 ,,
,, 28th	6.46 ,,	6.26 ,,

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 18th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Day at 2 p.m.
Barometer ...	30.04	30.06	30.03
Temperature ...	61	63	69
Humidity ...	79	89	70
Wind Direction ...	E	E	ESE
,, Force ...	4	4	3
Weather	O	O	O
Rain	0.00	0.00	0.00

Highest open-air Temperature on 17th ... 62
Lowest open-air Temperature on 18th ... 61

HONGKONG TIDE TABLE.

From Feb. 19th to 25th, 1926.

Days of Week	Days of Month		High Water. H'kong. Standard Time.	Height.		Low Water. H'kong. Standard Time.	Height.	
			h. m.	ft.	in.	h. m.	ft.	in.
Fri.	19	m	2 49	4	8	m 8 12	2	9
			2 54 a	5	3	9 31 a	2	8
Satur.	20	m	4 18	4	3	m 8 57	3	3
			3 57 a	5	5	11 22 a	2	5
Sun.	21	m	6 4	4	0	m 9 53	3	6
			5 6 a	5	8			
Mon.	22	m	7 37	4	0	m 0 49	2	1
			6 7 a	6	1	m 10 59	3	7
Tues.	23	m	8 41	4	1	m 1 42	1	7
			6 58 a	6	3	0 2 a	3	7
Wed.	24	m	9 19	4	2	m 2 18	1	4
			7 41 a	6	6	0 57 a	3	5
Thur.	25	m	9 46	4	3	m 2 49	1	2
			8 17 a	6	8	1 44 a	3	4

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "TELEMACHUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 16th February.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 22nd February, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th March, 1926, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th February, 1926. [8198

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NYK

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KAGA MARU ... Saturday, 20th Feb.
IYO MARU ... Wednesday, 17th Mar.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports
HAKONE MARU ... Saturday, 27th Feb.
SUWA MARU ... Saturday, 13th Mar.
FUSHIMI MARU ... Saturday, 27th Mar.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via ADEN & MARSEILLES.

SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU ... Wednesday, 24th Feb. at 11 a.m.
TANGO MARU ... Wednesday, 24th Mar.

NEW YORK and/or BOSTON via PANAMA.
TAKETOYO MARU ... Saturday, 20th Feb.
HAKODATE MARU ... Friday, 5th Mar.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.
KAMAKURA MARU ... Saturday, 27th Feb.

BOMBAY via Singapore, Penang & Colombo.
WAKASA MARU ... Wednesday, 17th Feb.
PENANG MARU ... Tuesday, 2nd Mar.

CALCUTTA via Singapore, Penang & Rangoon.
CEYLON MARU ... Tuesday, 23rd Feb.

RANGOON via Singapore & Penang.
SHINSEI MARU ... Sunday, 21st Feb.

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... Thursday, 18th Feb.

SHANGHAI, KOBE & YOKOHAMA.
TOYOOKA MARU ... Friday, 19th Feb.
HAKOZAKI MARU ... Monday, 22nd Feb.
YAMAGATA MARU ... Monday, 22nd Feb.
TSURUGA MARU ... Thursday, 25th Feb.

For further information, apply to—
NIPPON YUSEN KAISHA.
Telephone: Central Nos. 292 297 & 3421. S. KINOSHITA, Manager.

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INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

HAIPHONG via HOIHOW ...	"LEESANG"	...Friday,	19th Feb., at 10 a.m.
TIENTSIN via TSINGTAU & CHEFOO ...	"CHIPSHING"	...Friday,	19th Feb., at Noon.
SANDAKAN	"HINSANG"	...Friday,	19th Feb., at 3 p.m.
KOBE via SHANGHAI & MOJI	"SUISANG"	... Saturday,	20th Feb., at 7 a.m.
TSINGTAU via SHANGHAI...	"FAUSANG"	...Wednesday,	24th Feb., at Noon.
STRAITS & CALCUTTA ...	"YUENSANG"	...Thursday,	25th Feb., at 3 p.m.
HAIPHONG via HAIHOW ...	"MINGSANG"	Friday,	26th Feb., at 10 a.m.
KOBE via YOKOHAMA ...	"KUMSANG"	...Sunday,	28th Feb., at 7 a.m.
TSINGTAU via SHANGHAI...	"YATSHING"	...Wednesday,	3rd Mar., at Noon.
KOBE via SHANGHAI & MOJI	"KWAISANG"	...Thursday,	4th Mar., at Noon.
STRAITS & CALCUTTA ...	"HOSANG"	...Saturday,	6th Mar., at 3 p.m.
KOBE via MOJI ...	"FOOKSANG"	...Monday,	8th Mar., at Noon.
STRAITS & CALCUTTA ...	"LAISANG"	...Tuesday,	9th Mar., at 3 p.m.

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Vessel.	Due Hongkong.
"GLENAMOY"	24th Feb.
"GLENGARRY"	4th Mar.
"GLENSHANE"	23rd ,,
"GLENAPP"	1st Apr.
"CARMARTHENSHIRE"	15th ,,

HOMEWARDS.

Vessel.	Discharges	Leaves H'kong.
"PEMBROKESHIRE"	10 a.m.	19th Feb.
London, Rotterdam & Hamburg via Oran.		
"GLENIFFER"		9th Mar.
London, Rotterdam & Hamburg via Oran.		
"GLENAMOY"		6th Apr.
London, Rotterdam & Hamburg.		
"GLENSHANE"		4th May.
London, Rotterdam & Hamburg via Oran.		

Movements are subject to change without notice.

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*"FULDA"	25th February 1926	7th March, 1926.
*"DERFFLINGER" ...	27th March ,,	4th April, ,,
*"TRIER" ...	24th April ,,	1st May, ,,
*"SAARBRUECKEN"	22nd May ,,	29th May, ,,
*"COBLENZ"	19th June ,,	27th June, ,,
"ANHALT"	15th July ,,	22nd August, ,,
*"FULDA"	12th August ,,	18th September ,,
*"DERFFLINGER" ...	11th September ,,	16th October ,,
*"TRIER"		

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Regular Fortnight Service between JAVA, CHINA and JAPAN.

Steamers	From	Expected on or about	Will Leave on or about	For
TJIKINI ...	North China	In Port	20th Feb.	Batavia
TJITKARANG ...	Batavia	20th Feb.	23rd ,,	Shanghai
TJIMANOEK ...	S'baia & M'ksar	23rd ,,	25th ,,	Japan
TJISONDARI ...	Dalny & N.Cha.	28th ,,	2nd Mar.	Batavia
TJIBODAS ...	S'baia & M'ksar	3rd Mar.	5th ,,	Amoy & S'hai.
TJISALAK ...	Batavia	7th ,,	9th ,,	Shanghai
TJITAROEM ...	Japan & Amoy	8th ,,	10th ,,	Batavia
TJIBODAS ...	Dalny & Amoy	25th ,,	28th ,,	M'ksar. & S'baia.

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S.S. "JASON" via Suez Canal 19th Feb., 1926.
S.S. "KNIGHT COMPANION" ...via Suez Canal 7th Mar., "
S.S. "CITY OF SINGAPORE" ...via Suez Canal 28th Mar., "
S.S. "CALCHAS" via Suez Canal 7th Apr., "

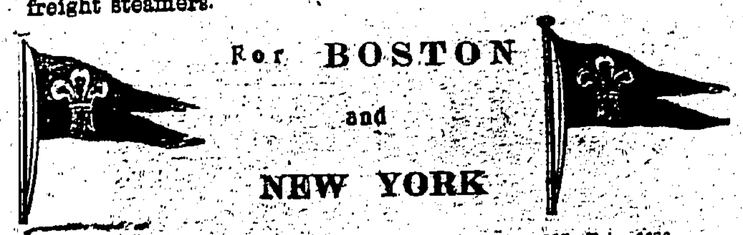
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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"KARMALA"	9,089	20th Feb. Noon	Marseilles, London, Antwerp & Hull.
"NAGPORE"	5,233	2nd Mar.	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,902	6th Mar.	Marseilles and London.
"KASHMIR"	8,985	13th Mar.	Mars., L'don., A'werp., and Hamburg.
"KIDDERPORE"	5,334	18th Mar.	Singapore, Penang & Bombay.
"KHIVA"	9,135	20th Mar.	Marseilles, London, and Antwerp.
"MOREA"	10,918	3rd Apr.	Marseilles and London.
"DELTA"	8,097	15th Apr.	Singapore, Penang, Colombo & Bombay.
"DEVANHA"	8,155	17th Apr.	Marseilles, London and Antwerp.
"KALYAN"	9,144	21st Apr.	do.
"MACEDONIA"	11,089	1st May	Marseilles and London.
"KASHGAR"	9,005	15th May	Marseilles, London and Antwerp.
"MALWA"	0,941	29th May	Marseilles & London
"KHYBER"	9,114	12th June	Marseilles, London & Antwerp.
"MANTUA"	10,902	26th June	Marseilles and London.
"DELTA"	8,097	7th July	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,128	10th July	Marseilles, London and Antwerp.
"RANPURA"	16,585	24th July	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALAMBA	8,018	4th Mar.	Singapore, Penang and Calcutta.
"TALMA"	10,000	11th Mar.	do.
"SHIRALA"	7,841	17th Mar.	do.
"TAKADA"	6,949	28th Mar.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

*"TANDA"	6,955	3rd Mar.	Manila, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne.
"ARAFURA"	6,000	7th Apr.	
"ST. ALBANS"	4,500	5th May	
"TANDA"	6,958	2nd June.	
"ARAFURA"	6,000	7th July.	

* Calls at Kalambugan & Omits Sandakan.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

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The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KHIVA"	9,135	21st Feb. D.L.	Shanghai, Moji and Kobe.
"SHIRALA"	7,841	25th Feb.	Moji, Kobe & Osaka.
"MOREA"	10,911	6th Mar.	Shanghai, Moji & Kobe.
"TAKADA"	6,949	7th Mar.	Moji & Kobe.
"ARAFURA"	6,000	13th Mar.	Moji, Kobe and Yokohama.
"KALYAN"	9,144	13th Mar.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	20th Mar.	do.
"DELTA"	8,097	20th Mar.	Shanghai & Kobe.
"MACEDONIA"	11,089	2nd Apr.	Moji, Kobe and Yokohama.
"ST. ALBANS"	4,500	10th Apr.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	18th Apr.	do.
"KHYBER"	9,114	30th Apr.	Moji, Kobe and Yokohama.
"TANDA"	6,958	8th May	Shanghai.
"MALWA"	10,941	14th May	Shanghai, Moji and Kobe.
"MANTUA"	10,902	28th May	do.
"KARMALA"	9,089	11th June	Shanghai & Kobe.
"DELTA"	8,097	11th June	Moji, Kobe and Yokohama.
"ARAFURA"	6,000	19th June	Shanghai, Moji & Kobe.
"KASHMIR"	8,985	25th June	Shanghai only.
"RANPURA"	16,585	9th July	Shanghai Moji & Kobe.
"MACEDONIA"	11,089	22nd July	do.
"KALYAN"	9,144	5th Aug.	do.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
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MACKINNON MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents. 11

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 9 or 10 Days)

HAINING Capt. W. C. Passmore ... Tuesday, 23rd Feb., at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAIHONG" and "HAICHING" at the Reduced Rate of $30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

CHINA NAVIGATION CO.
LIMITED.

AMOY & SINGAPORE ...	"ANHUI" ...	... On 19th Feb.,	4 p.m.
HAIPHONG & SINGAPORE	"KAYING"	... On 20th Feb.,	Noon.
SHANGHAI & TSINGTAO	"SOOCHOW"	... On 20th Feb.,	4 p.m.
AMOY & SHANGHAI	"CHENAN"	... On 23rd Feb.,	D.L.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	... On 23rd Feb.,	4 p.m.
BANGKOK	"A STEAMER"	... On 23rd Feb.,	4 p.m.
AMOY & SINGAPORE	"KWANGCHOW"	... On 24th Feb.,	D.L.
SWATOW & SHANGHAI...	"LINAN"	... On 25th Feb.,	11 a.m.
HAIPHONG & SAIGON ...	"HANYANG"	... On 26th Feb.,	Noon.
SHANGHAI & TSINGTAO	"SZECHUEN"	On 27th Feb.,	4 p.m.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Telephone Central 36. Agents

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"
These New Vessels maintain a Regular Service from
HONGKONG TO AUSTRALIAN PORTS,
Via MANILA, ZAMBOANGA, PORT BANGA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
Excellent & Most Up-to-date First & Second Class Passenger Accommodation.
HONGKONG to SYDNEY—19 DAYS.

Steamer	Due Hongkong on or about	Sailing hence on or about
TAIPING	17th March	26th March
CHANGTE	27th March	23rd April
TAIPING	19th May	25th May
CHANGTE	16th June	22nd June

For Freight and Passage Apply to—BUTTERFIELD & SWIRE,
Telephone: Central 36. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON and NEW YORK via SUEZ.
S.S. "KENDAL CASTLE" Sails 15th Mar.

LLOYD TRIESINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "VENEZIA" Sails 23rd Feb.
S.S. "ROSANDRA" Sails 7th April
S.S. "FIUME-L" Sails 5th May.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

S.S. "VENEZIA" Sails 15th Mar.
S.S. "ROSANDRA" Sails 3rd May
S.S. "FIUME-L" Sails 31st May

NATAL LINE OF STEAMERS

FROM CALCUTTA and COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sails from Calcutta 31st Mar.
S.S. "UMSINGA" Sails from Colombo, 12th April

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to:—

DODWELL & CO LIMITED.
Telephone: Central 1030. Agents. [17

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.		Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailing for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
ANGKOR ...	...B ...			2nd Mar., 1926.
PORTHOS ...	...A ...			16th Mar., "
ANDRE LEBON	...A ...	29th Jan., 1926	3rd Mar., 1926	30th Mar., "
PAUL LECAT	...A ...	12th Feb., "	17th Mar., "	13th Apr., "
AMBOISE ...	...B ...	26th Feb., "	31st Mar., "	27th Apr., "
ANGERS ...	...B ...	12th Mar., "	13th Apr., "	11th May, "
AMAZOME ...	...B ...	26th Mar., "	27th Apr., "	25th May, "

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).

A Class Steamers: 1st Class.....£2 95. 0d. 0d. | B Class Steamers: 1st Class.....£2 83. 0s. 0d.
2nd " ... £2 62. 0d. 0d. | 2nd " ... £2 60. 0s. 0d

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).
S.S. " loading for HAVRE, ANTWERP, & DUNKIRK about
S.S. "MIN" from DUNKIRK, LONDON & HAVRE is due to arrive on the 22nd. February, 1926.
Sailings subject to alteration without notice.

For full Particulars, apply to:—

MESSAGERIES MARITIMES CO.,
Telephone: Central 740. 3, Queen's Buildings.
CONSIGNATION—TRANSIT—REPRESENTATION.

POST OFFICE NOTICE

NOTICE.

WIRELESS TELEGRAPH SERVICES, which offer speedy and efficient means of communication, are established between HONGKONG and SHIPS at SEA, FRENCH INDO-CHINA, the PROVINCE of YUNNAN, and MACAO.

Full particulars may be obtained on application to the RADIO COUNTER in the MAIN HALL of the G.P.O., and at the RADIO TELEGRAPH OFFICE, 3rd floor, GOVERNMENT BUILDING.

The RADIO TELEGRAPH OFFICE is always open for the reception and transmission of the Radio Telegrams and for reporting vessels passing WAGLAN and GAP ROCK LIGHTHOUSES.

Firms or persons, who have placed standing orders with the Radio Telegraph Office for advices of vessels passing the WAGLAN and GAP ROCK LIGHTHOUSES, are requested to send revised lists of vessels of which they are the owners, or agents, to the Officer-in-Charge as early as possible.

RADIO TELEGRAPH CODE ADDRESSES FOR THE YEAR 1926 should be registered at the Radio Telegraph Office, 3rd Floor, Government Building without delay. Forms may be obtained on application.

Radio Traffic with Canton and Swatow is suspended until further notice.
Interport Radio Telegrams are subject to delay.
Messages in Code must have name of Code used included in text.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

INWARD MAILS.

From	Per	Due
U.S.A., Honolulu, Japan Shanghai & Europe via Siberia	*Pres. Taft* ..	19th Feb.
Shanghai	*Karmala*	19th Feb.
Europe via Suez letters & papers London, 21st, Jan. and Parcels 14th, Jan.	*Khiva*	20th Feb.
Japan	*Mishima Maru* ...	23rd Feb.
U.S.A., Canada, Japan & Shanghai ...	*Pres. Jefferson* ..	24th Feb.

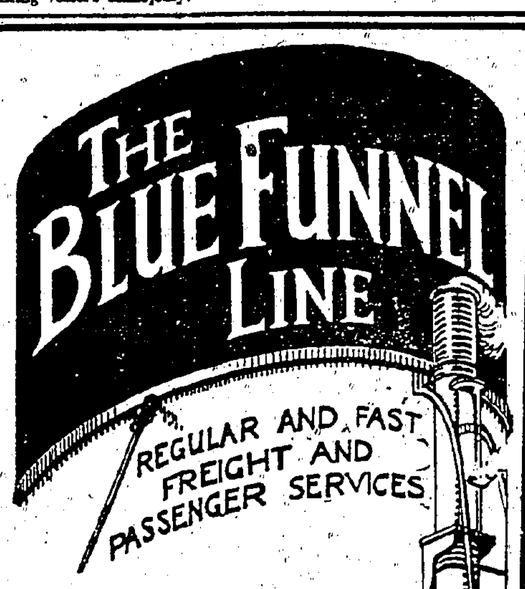
OUTWARD MAILS.

For	Per	Date	
Java via Batavia	*Bandoeng Maru* ...	Friday, 19th,	8.30 A M
Hoihow and Haiphong	*Leesang* ...		8.30 A M
Straits	*Pembrokeshire* ...		8.30 A M
Shanghai, Japan, Canada, U.S.A., C. & S. America & *EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 10th March	*Emp. of Australia*	Reg. Letters	9.15 A M 10.00 A M
Saigon and Bangkok	*Sakkow Maru* ...		9.30 A M
Sandakan	*Hinsang* ..		1.30 P M
Macao	*Kinshan*		2.15 P M
Amoy	*Anhui*		2.30 P M
Amoy & Foochow	*Dorsent* ...		5.00 P M
Haiphong	*New Mathilde*		5.00 P M
Manila	*Pres. Taft* ...		5.00 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 20th March	*Karmala* ..	Parcels Reg. Letters	5.00 P M 9.45 A M 10.30 A M
Shanghai, Japan, Honolulu, *Canada, *U.S.A., *C. & *S. America & *EUROPE via San Francisco—due San Francisco, 18th March ...	*Siberia Maru* ...	Saturday, 20th, Parcels Letters	9.15 A M 10.00 A M
Haiphong	*Kaying*		10.00 A M
Java via Batavia	*Tjikini*		10.00 A M
Macao	*Kinshan* ..		1.15 P M
*Shanghai, Japan, Canada, U.S.A., C. & S. America & *EUROPE via Victoria, B.C.—due Victoria, B.C., 12th March, (Ship sails on Sunday, the 21st inst., at 5 p.m.)	*Pres McKinley*	Parcels Reg. Letters	3.00 P M 4.15 P M 5.00 P M
Shanghai, *Japan & EUROPE via Siberia (letters & postcards specially superscribed "via Siberia" only) ..	*Khiva*		5.00 P M
Swatow, Amoy and Formosa	*Kaijo Maru* ...	Sunday, 21st,	9.00 A M
Amoy	*Chenan*	Monday, 22nd,	5.00 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 24th March	*Automedon* ...	Tuesday, 23rd, Reg. Letters	1.45 P M 2.30 P M
Swatow, Amoy and Foochow...	*Hai Ning* ...		2.00 P M
Wei Hai Wei	*Kweichow*		2.00 P M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES



LONDON SERVICE.

"AUTOMEDON"	23rd Feb.	Marseilles, London, Rotterdam & Hamburg.
"HECTOR"	3rd Mar.	Marseilles, London, Rotterdam & Glasgow.
"PERSEUS"	9th Mar.	Marseilles, London, Rotterdam & Hamburg.
"HELENUS"	23rd Mar.	Marseilles, London, Rotterdam, & Hamburg.

LIVERPOOL SERVICE.

"ANTILOCHUS"	20th Feb.	Genoa, Marseilles, Havre, Liverpool & Glasgow.
"PELEUS"	5th Mar.	Genoa, Havre, Liverpool & Glasgow.
"TELEMACHUS"	20th Mar.	Genoa, Havre, Liverpool & Glasgow.
"IXION"	1st Apr.	Genoa, Marseilles, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.
(via KOBE & YOKOHAMA).

"PROTESILAUS"	17th Mar.	Victoria, Vancouver & Seattle.
"TALTHYBIUS"	30th Mar.	Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"ST. COMPANION"	5th Mar.	New York, Boston & Baltimore
"JASON"	19th Mar.	New York, Boston & Baltimore

PASSENGER SERVICE.

"HECTOR"	3rd Mar.	Singapore, Marseilles & London.
"SARPEDON"	7th April	Singapore, Marseilles & London.
"PATROCLUS"	5th May.	Singapore, Marseilles & London.
"ANTENOR"	2nd June	Singapore, Marseilles & London.
"HECTOR"	14th July	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire,

Agents.

COMMERCIAL.

OPENING QUOTATIONS.

February 18th, 1926.

On London.—	
Telegraphic Transfer ...	2/4⅜
Bank Bills, on demand ...	2/4 7/16
Bank Bills, at 30 days' sight ...	—
Bank Bills, at 4 months' sight ...	2/4⅜
Credits, at 4 months' sight ...	2/5 7/16
Documentary Bills, 4 months' sight	2/5 9/16
On Paris.—	
Bank Bills, on demand	1.580
Credits, 4 months' sight	1.570
On New York.—	
Bank Bills, on demand	67⅜
Credits, at 30 days' sight ...	59⅛
On Bombay.—	
Telegraphic Transfer ...	156¼
Bank Bills, on demand ...	
On Calcutta.—	
Telegraphic Transfer ...	156¼
Bank Bills, on demand ...	
On Shanghai.—	
Bank Bills, at sight ...	nom.
Private, 30 days' sight ...	
On Yokohama.—On demand	124⅛
On Manila.—On demand	115⅛
On Singapore.—On demand ...	101⅛
On Batavia.—On demand	142⅛
On Haiphong.—On demand... ...	nom.
On Saigon.—On demand	nom.
On Bangkok.—On demand	78⅛
Sovereign, Bank's Buying rate ...	$3.24
Gold Leaf, 100 fine, per tael ...	—
Bar Silver, per oz.	30 11/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital$50,000,000
Issued and Fully Paid-up$20,000,000
Reserve Funds:—
Sterling £4,500,000
Silver$26,500,000
Reserve Liability of Proprietors$20,000,000

Court of Directors:
J. M. Young, Esq., Chairman.
H. P. White, Esq., Deputy Chairman.
D. G. M. Bernard, Esq. | Hon. Mr. A. O. Lang.
W. H. Bell, Esq. | W. L. Pattenden, Esq.
A. H. Compton, Esq. | J. A. Plummer, Esq.
Hon. Mr. P. H. Holyoak | T. G. Weall, Esq.

Chief Manager:
A. H. Barlow, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
WESTMINSTER BANK, LTD.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 19th May, 1925. [25

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is calculated on the lowest balance during each completed Calendar Month at 3½ per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of $100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSITS at CURRENT RATES.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Chief Manager.
Hongkong, 7th January, 1925. [2

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office: London.

Paid-up Capital£3,000,000
Reserve Fund£4,000,000
Reserve Liability of Proprietor.£3,000,000

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.
Hongkong, April 15th, 1925. [30

BANQUE DE L'INDO-CHINE.

Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital...Frs. 72,000,000.00
Paid-up Capital Frs. 68,400,000.00
Reserve Fund Frs. 59,667,283.54

Branches:

Bangkok	Hanoi	Pondicherry
Battambang	Hongkong	Saigon
Canton	Mengtsz	Shanghai
Djibouti	Noumea	Singapore
FortBayard	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Yunnanfou

Bankers:
In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager
Hongkong, 20th March, 1924. [39

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

Head Office:
74, Rue St. Lazare, Paris.

Capital.....Frs. 20,000,000
Reserves Frs. 11,160,000
Special Working Capital ...Frs. 50,000,000

Branches:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Peking	Shanghai	Tientsin
Canton	Hongkong	

Bankers:
France: Société Generalé, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.

A. BULLIN,
Manager.
Hongkong, 2nd December, 1925.



THREE CASTLES

MAGNUM CIGARETTES
Tins of 50.
Regular size Tins of 50 and Packets of 10.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital£3,000,000
Subscribed Capital£1,800,000
Paid-up Capital£1,050,000
Reserve Fund£1,300,000

Bankers:
The Bank of England
and
Midland Bank, Ltd.

Branches:

Bangkok	Galle	Kuala Lumpur	Rangoon
Batavia	Hongkong	Madras	Shanghai
Bombay	Howrah	New York	Simla
Calcutta	Kandy	Penang	Singapore
Colombo	Karachi	Port Louis	Sourabaya
Delhi	Kota Bharu	(Mauritius)	

Hongkong Branches:—
Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

J. B. ROSS,
Acting Manager.
7, Queen's Road Central,
Hongkong, April 17th, 1925. [29

THE BANK OF TAIWAN, LTD.
(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed Yen 45,000,000
Capital (Paid-up) Yen 39,375,000

Head Office:—Taipeh, Formosa.

Branches:
Japan:—Tokyo, Yokohama, Kobe, Osaka.
Formosa:—Giran, Kagi, Karenko, Keelung, Makung, Nantow, Shinchiku, Paichu, Tainan Pakao, Tamsui, Toyen, Ako, Pinan.
China:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
Others: Hongkong Singapore Soerabaya Semarang, Batavia, Bombay, London, New York Calcutta.

London Bankers:
London County Westminster and Parr's Bank.

The Bank has Correspondents in the Commercial Centres on the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands Java, Africa, &c.
Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.

T. TAKAGI
Manager,
Hongkong Branch,
3, Des Vœux Road, Central.
Hongkong, 1st Decemb 1925. [27

THE BANK OF CANTON, LTD.

Head Office: Hongkong.
Established 1912.

Authorised Capital £1,200,000
Paid Up Capital £1,078,000
Silver Reserve Fund $ 700,000
Branches:—Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.
Correspondents in all principal cities of the World.
London Bankers—The Lloyds Bank, Limited.
Every description of banking business transacted.
Deposit Boxes to let.

LOOK POONG SHAN,
37] Chief Manager.

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, January to June, 1925.

With Index. Price—$7.50.

On sale at the *Hongkong Daily Press* Office.

THE BANK OF CHINA.
中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital$60,000,000.00
Paid-up Capital 19,760,200.00
Reserve Fund 9,864,398.69

Head Office:—Peking.
Hongkong Branch:—4, Queen's Road Central.
Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The Guaranty Trust Co. of New York, The National Provincial Bank, Ltd.
New York Bankers:—The Equitable Eastern Banking Corporation, The Irving Bank-Columbia Trust Co.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.

TSUYEE PEI,
Manager.
Hongkong, January 16th, 1926. [38

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.
(Netherlands Trading Society).

Established 1824.
Hongkong Branch established 1906.

Authorized Capital	Guilders	150,000,000 (£12,500,000)
Paid-up Capital	,,	80,000,000 (£6,666,670)
Reserve Fund	,,	20,536,861 (£1,711,405)
Special Reserves	,,	22,660,000 (£1,888,330)

Head Office:—AMSTERDAM.
Eastern Head Office:—BATAVIA.
BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.
LONDON BANKERS:—National Provincial Bank, Ltd.
Correspondents all over the World.
BANKING BUSINESS OF EVERY DESCRIPTION.

M. J. HERBSCHLEB,
Agent.
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